

THE  
UNITED STATES  
*Miller*

SEVENTEENTH YEAR, No. 6.

MILWAUKEE, JUNE, 1892.

\$1.00 per Year. 10c. per Copy.

1892.

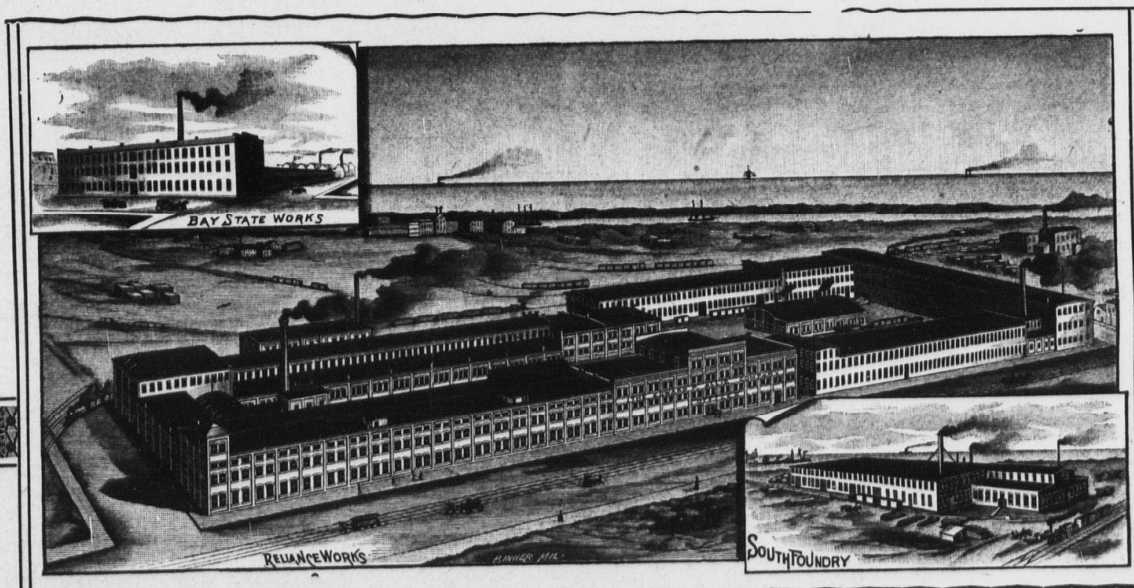
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In a short time we will be prepared to place before millers, some new features in

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**W**E will also make a special feature of ROLLER MILLS from 30 to 50 barrels capacity, which will be sold at liberal prices. Catalogue of same is now ready for distribution. Don't delay writing us.

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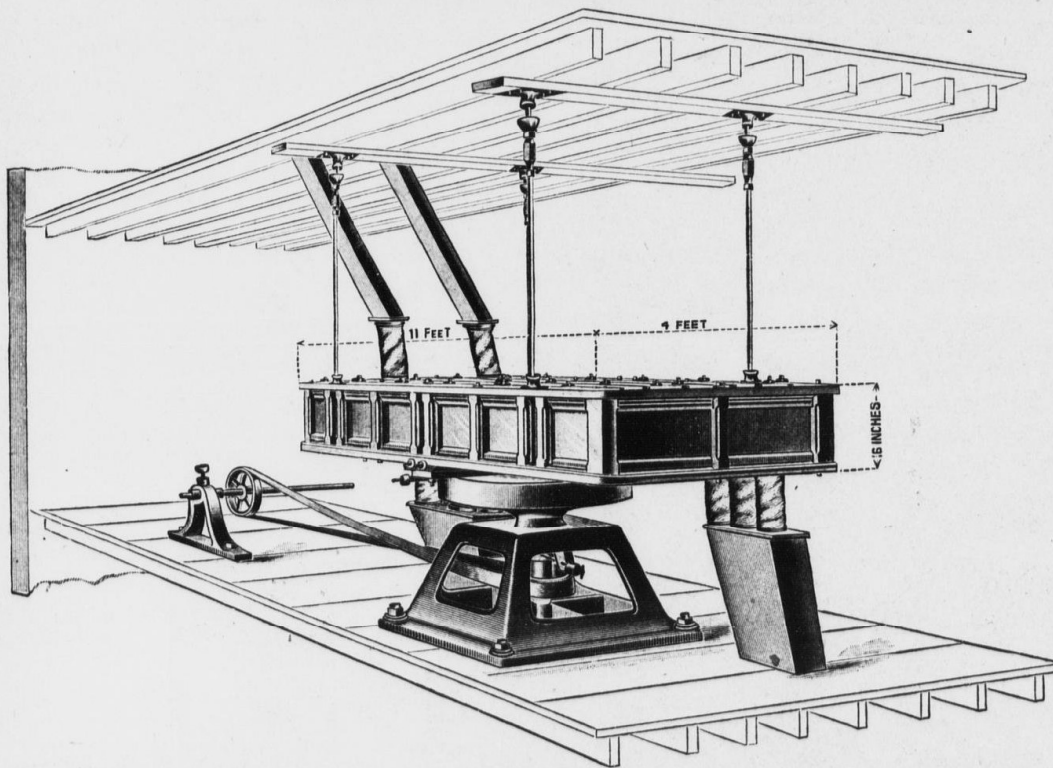
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Don't ask your MILL-FURNISHER what the Plansifter is worth. He is not a DISINTERESTED JUDGE. Go and see the Plansifter at work, or, if you cannot do so, ASK THE MILLERS who are using the Plansifter. THESE will tell you the TRUTH.

The Plansifter does BETTER and MORE WORK, Makes sharper pure flour than any other machine in the market.

The Plansifter requires LITTLE POWER (about one and one-half hp.) to drive, runs smooth and easy.  
The Plansifter requires LITTLE ROOM, it does the work of 5 to 10 other machines, or more, according to circumstances.  
The SIEVES of the Plansifter keep perfectly clean without the use of brushes, make fine or coarse flour, as the miller wants it.  
The Plansifter makes whiter and purer flour than any other machine in the market.

## ONE SINGLE PLANSIFTER WILL HANDLE:

One entire middlings reduction of a mill of 1,000 to 1,500 bbls. capacity, grades the middlings, finishes the flour.  
Or 4 different middlings reductions of a mill of 200 to 250 bbls. capacity (grades the middlings, finishes the flour), all at same time.  
Or scalp, grade the middlings and finish the flour of any of the breaks of a mill of 1,000 to 1,500 bbls.  
Or scalp, grade the middlings and finish the flour of four different breaks of a mill of 200 to 300 bbls. capacity, all at same time.

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PERFECT SUCCESS ON GERMS, BAKERS' AND LOW GRADE STOCK, either wheat or rye.

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# THE UNITED STATES Miller

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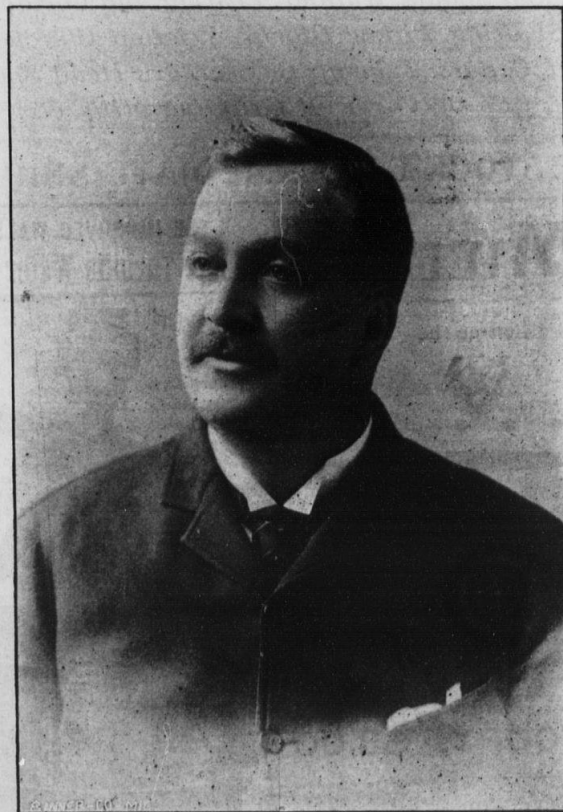
## WILLIAM SANDERSON.

THE newly elected President of the Millers' National Association was born in Milwaukee, May 17, 1849. His father, Wm. Sanderson, senior, was prominently engaged in milling in the early days of Wisconsin, having in connection with his brother, Edward Sanderson, bought out the old mill erected by Cicero Comstock, in 1848, a water-mill with power for two run of stone. This mill was planned by Ezra R. Benton, the most prominent mill builder of his day. The Sandersons made large additions from time to time, until, like the old gun, "it had a new lock, stock and barrel." The capacity was increased until it can now turn out 2,000 barrels, using steam exclusively as a motive power. The present owners and operators of the mill are the E. Sanderson Milling Co., a corporation formed after the death of the late Edward Sanderson, of which Wm. Sanderson is the president.

Most of his life has been spent in Milwaukee, his early education being received in her public schools. After graduating he attended the polytechnic institute in Troy, N. Y. After he had finished his studies there, he started out for himself and accepted a position as clerk on one of the steamers of the Grand Haven Route. In 1873, while clerk of the steamer *Lac La Belle*, the boat foundered near the middle of Lake Michigan. After being in the water several hours he was rescued. In 1875 he quit his sailor life, and took up the more profitable, and less exciting life of a merchant miller, in connection with E. Sanderson & Co., where he has since remained. He was married in 1881; his family consists of a wife, one son and one daughter—and his home, a most beautiful one, is in the suburb of Wauwatosa, where he has surrounded himself with all the comforts

necessary to make life contented and happy.

He possesses a fine physique, being about six feet in height and well developed—the picture of health and strength. He is fond of athletic sports, and takes a prominent part in them. He is also a keen sportsman, and loves his dog and gun. Some years ago he had the misfortune to meet with an accident while on a duck-hunting expedition,



WM. SANDERSON, MILWAUKEE.

his gun being prematurely discharged, and the thumb of his right hand torn off; but he manages to wield the pen about as effectively as ever, and under his able financial administration the mill's business prospers and grows in size. He is a general favorite on 'Change, and popular with all his acquaintances—a pronounced trait of the Sanderson family.

## JUNE CROP REPORT.

THE following is from the advance synopsis of the Crop report for June, issued the U. S. Department of Agriculture. It gives comparative acreage and condition of wheat, showing a slight increase in acreage, confined entirely to the spring wheat districts, with only medium condition.

The percentage of Iowa is 96; Minnesota, 102; North Dakota, 85; South Dakota, 118; Nebraska, 107. The aggregate is almost exactly 100, or nearly the same as last year.

Condition of winter wheat has slightly advanced, the percentage being 88.3. In the Middle States a slight advance is noted, and generally in the Southern States. In the central west a strong advance is seen in Ohio and in Kansas, with increase by two points in Michigan and Indiana, the percentages of the principal States being: Ohio, 84; Michigan, 86; Indiana, 87; Illinois, 86; Missouri, 75; Kansas, 87. Condition is high on the Pacific Coast, 97 in Washington, and 98 in Oregon and California.

The condition of spring wheat is 92.3—Minnesota, 90; Iowa, 91; Nebraska, 93; South Dakota, 95; North Dakota, 92. It runs between 90 and 100 in the mountain region, 96 in Washington and 97 in Oregon.

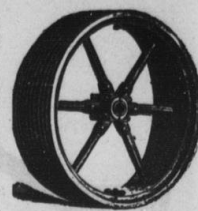
WE have received a "booming" letter from the Chamber of Commerce of Grand Forks, North Dakota, calling attention to its desirability as a point to engage in the milling business, and stating that the six counties, of which it is the center, although settled but ten years, raise more grain than any similar area in this or any other country. The following record of the wheat yield for 1891, of the surrounding counties, it is claimed, has never been equalled: Pembina, 5,202,332; Walsh, 6,202,940; Grand Forks, 6,881,624; Traill, 6,441,546; Cass, 9,939,034; Richland, 3,195,680 bushels; total, 37,863,156 bushels. In concluding the letter says: "Please remember that No. 1 Hard Scotch Fife is not produced south of latitude 45, and the further north it is grown, the better it is. Our present flour output is 1,200 barrels per day. We desire to increase it to 5,000." The Secretary, Mr. D. R. McGinnis, will be pleased to correspond with interested parties.

"The acreage of winter wheat, based on the returns to the Department of Agriculture, is 99.9 per cent of the actual area of last year. There is a small increase in several of the Southern States, and an enlargement in Nebraska of 21 per cent in winter wheat. The percentage of the spring wheat area is 100.3.

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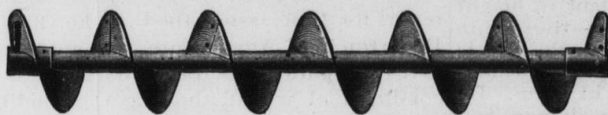
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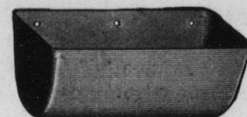
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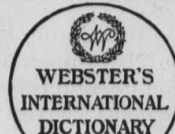
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Agents wanted.

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American Flour Mill and Grain  
Elevator Directory for 1892-93.



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## THE MILLERS' NATIONAL ASSOCIATION.

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2d Vice-President—A. C. LORING,	Minneapolis, Minn.
Treasurer—S. H. SEAMANS,	Milwaukee, Wis.
Secretary—FRANK BARRY,	Milwaukee, Wis.

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		Secretary, L. R. Hurd, Milwaukee.

## Associations.

## MILLERS' CONVENTION.

Proceedings of the Sixteenth Annual Meeting of the Millers' National Association of the United States, held at the Grand Pacific Hotel, Chicago, Ill., May 24, 1892.

THE meeting was called to order by the President, Mr. A. R. James, at 10 minutes past 11 o'clock. The secretary read the following programme of business:

## MORNING.

1. Calling convention to order.
2. Reading of programme of business by the secretary.
3. Address of the President.
4. Report of the Executive Committee by the Chairman.
5. Report of the Secretary.
6. Report of the Treasurer.
7. Reading of the minutes of the last convention.

Recess.

## AFTERNOON.

8. Paper on the Plansifter system by H. Gaehler of Minneapolis.
9. Address on transportation topics by E. P. Wilson, of Cincinnati.
10. Paper on fire protection in flouring mills, by John G. Thomas, of Chicago.

The following topics to be discussed:

Amendment proposed to the constitution in relation to dues.

Establishment of Bureau of Information relative to flour dealers.

Tracing of domestic shipments.

Bills of lading.

New business to be introduced by members present, who desire to be heard.

Election of officers.

Adjournment, followed by a meeting of the board of directors and executive committee. At 2 o'clock in the afternoon of Wednesday, provided the weather is fair, an excursion to the World's Fair grounds.

Annual address of president A. R. James, Buffalo:

## WORK ACCOMPLISHED.

Gentlemen:—We are assembled here to-day as members of the Millers' National Association, in attendance upon this, the 16th annual convention of our association.

Our purpose is to listen to the reports of our officers and committees of what has been accomplished during the year just passed and, by an interchange of views on subjects of interest, to legislate for future welfare and benefits.

From the report of your officers it will be seen that the past year has not been an eventful one in the history of our association, but in many respects has been but a repetition of former years.

## FINANCIAL CONDITION.

Our financial condition, as will be shown by our always reliable treasurer, is thoroughly sound, with a handsome balance of cash on hand. Our secretary who has labored industriously in the interests of the association will give you in detail the business of the association that has been transacted, and the report of the executive committee will inform you of the several matters that have engaged their attention during the past year. It is perhaps sufficient for me to say in a general way that "Peace reigns in Warsaw," and, though slight clouds lower around the horizon, no immediate outbreak is anticipated. That this condition of affairs exists is unquestionably due to the fact of our thorough organization and strong financial condition, both of which should at all hazard be maintained, for here inlies our safety, as millers, against the attacks sure to follow the individual should the association be permitted to disintegrate.

## EVILS IN THE TRADE.

At our last annual convention, in addressing you I dwelt at length on the evils that beset the milling business, saying in part, at that time—"That the business methods of the day are not what they should be; they are growing worse day by day, and that they are a source of constant annoyance and great loss to the miller, will, I think, be admitted by all; hence immediate and effective steps should be taken to eliminate these evils and restore the trade to a sound, healthy and prosperous condition. This, I am aware is an easy suggestion to make, and yet has ever been a difficult one to put in practice, but only because of man's foolish fears, distorted judgement and unalloyed selfishness.

If every miller would resolve, and adhere to his resolution, to conduct his business on strictly business principles, with a due consideration for the rights and interests of his brother miller, every evil complained of under this head would disappear as if by magic. Why, then, cannot the resolution be adopted and adhered to by every member of the association, and thus through co-operation obtain the desired relief?"

I regret that the ideas at that time advanced did not, apparently, touch a responsive cord, at least not with sufficient force to arouse any con-

certed action, and while unchanged in the views then expressed, I do not consider it my duty to further urge you in this direction.

The evils still exist with all their attendant annoyances and losses, in fact are on the increase, jeopardizing the interest of every miller in the land. When you shall have fully awakened to a realizing sense of their far-reaching effect and the importance of concerted action, to repel their baneful influence, I trust it may not be too late to avert the impending danger.

## TRACING BUREAU.

Agreeable to a resolution adopted at our last annual meeting, your executive committee have organized and put in successful operation a Millers' Tracing Bureau, for the purpose of expediting the shipment of export flour.

This has been done without expense the association, but supported wholly by those availing themselves of the benefits of the bureau, and a surplus of funds is now to the credit of the tracing bureau account.

The details of this movement will be given you by the secretary in his report and will, I think, meet with your hearty approval.

From what has been accomplished in this direction, under the circumstances of the past year, quite familiar to you all, it will be apparent what can be done in the future, when backed, as it should be, by your united support and cordial co-operation. This only is required to make the Millers' Tracing Bureau an unqualified success. The day of experiment in this direction is passed.

## BILLS OF LADING.

The question of a new uniform Export Bill of Lading, has not been lost sight of, but has been constantly before your executive committee, and I am happy to say that the prospect of acquiring the same is better, I believe, to-day than ever before.

Correspondence on the subject between the Hon. Secretary of State, James G. Blaine the Hon. Secretary of Agriculture, Jeremiah Rusk, and your committee, will be presented to you by the secretary and I am pleased to note that both, the Hon. Secretary of State and the Hon. Secretary of Agriculture evince a lively interest in this all important question, and will do all in their power to advance the cause of millers against the piratical bill of lading now in force.

The question of an improved Domestic Bill of Lading will doubtless soon be brought before congress by the National Transportation Association of which this body is a member, and the export bill should promptly follow.

I would suggest in this connection that at this meeting, there be appointed a strong committee of members interested in the export business and thoroughly conversant with the requirements and demands of the trade, to take in charge this export bill of lading matter, with instructions to, at the proper time, prepare a suitable bill and have the same presented to the senate and house of the United States, and to use all honorable means to accomplish its passage, and that this association pay all expenses of said committee in furtherance of this object. We have justice and right on our side, we have many friends "at court." The time is now ripe for active operations in this direction and the opportunity should not be lost. With prompt concerted action the new uniform Export Bill of Lading can be an accomplished fact before the adjournment of the present congress.

## A JUST TRIBUTE.

Gentlemen:—At our last annual gathering and I think I may safely say at every one of the fifteen an-

nual gatherings of the Millers' National Association, there was present with us as a member of this association, or in an official capacity, one genial soul, one active mind, one indefatigable worker, whom we to-day miss from his accustomed place. Look where we may, that bright beaming face is not seen, go where we will that strong hearty hand clasp is not felt, listen as we may, that sturdy, ringing voice is not heard. Our former President, George Bain, has crossed to the unknown shore, and I doubt not that every member present will say in his heart—his was an earnest faithful soul—God rest him in peace. Let us then pause a moment in the business of this convention, in grateful remembrance of his many noble qualities of heart and mind, of his untiring devotion to the interest of this association and of his warm personal friendship for the individual members.

## CONCLUSION.

In conclusion, gentlemen, permit me to thank you for this distinguished honor you have conferred upon that section of the country which I, in part, represent, as well as upon myself, in twice electing me to the presidency of this association. An honor, gentlemen, for which I am profoundly grateful and which, in after years, will be appreciated more deeply, more feelingly than I can now find language to express. For the generous support and courteous treatment I have at all times received at your hands, and for the indulgence of any short comings, so graciously accorded, I most sincerely thank you.

## REPORT OF EXECUTIVE COMMITTEE.

By the chairman, William Sanderson:

CHICAGO, ILL., May 24th, 1892.

Owing to the absence of the chairman of this committee from home, upon a European trip, from which he returned only yesterday, it has been impossible to prepare a detailed report of the work of the committee during the past year, for presentation at this time. The secretary has been requested to embody in his report the principal acts of the executive committee and to give a resumé of the years' record of the association, as well as a statement of its present condition. Circulars have been issued immediately after each committee meeting and include the more important matters which have required the committee's attention.

I will merely report that your committee has held five sessions since the last national convention, upon the following dates: May 12th 1891, immediately after the convention at New York, June 27th 1891 at Chicago, September 24th 1891 at Chicago, December 22nd 1891—adjourned to February 4th 1892 at Chicago and May 23rd 1892 at Chicago. The attendance of the members has been uniformly excellent. The only absences recorded are as follows: Mr. Knickerbocker, three (all owing to illness), Mr. Martin, two (account of absence in Europe) and Mr. Urban, one (account of absence in Europe).

Your committee has earnestly and faithfully striven to perform the work that has been placed in its hands. We have tried to make the association of practical benefit to its members and we believe that success has attended in a measure. That more has not been accomplished is attributable alone to the action of the members of the association. The opportunity for great benefit is at hand and they may avail themselves of it or not as they see fit. The committee has often felt keenly the lack of interest and support accorded this organization by the membership, but we trust that the future may see a change in the conduct of millers in this re-



spect, and that all may feel and manifest more enthusiasm in the cause of organization.

Respectfully submitted,  
WILLIAM SANDERSON,  
Chairman.

On motion the report was received and ordered placed on file.

#### REPORT OF SECRETARY.

Then followed the report of the Secretary, Frank Barry, which on motion was received and placed on file.

CHICAGO, ILL., May 24th 1892.

The past year has been one of very little interest or activity on the part of millers of the United States in regard to the subject of organization. The several State Millers' Associations, with the exception of those in Michigan and Pennsylvania have rested in a condition of apathy. I believe no new state organizations have been started and but few of the old ones have been able to hold meetings or accomplish much at the sessions they have held. Perhaps this lack of interest in union on the part of flour manufacturers may be attributed to the fact that the past year has generally been a busy one. Every miller has been so engaged with his personal affairs, that he has not taken the time to look ahead, or consider the great advantages that he might enjoy with all others of the craft, by lending his support and assistance to the cause of organization. It is unfortunate that American millers are so indifferent to this subject. The majority of them are keen, level-headed business men, and it would seem that they should profit by the experience of the flour manufacturers in other countries, as well as of American manufacturers of other products. Every section should have its local millers' organization, every state its association, and the states should join in the National Association, thus permitting every subject of importance to more than the individual, to be acted upon in unison and to the best interest of those concerned. If all millers would join in such system of organization, the expense would be trifling and the results enormous. We are constantly preaching this doctrine; millers listen and approve it, but still the great majority hang back and decline to put their shoulders to the wheel. We can only continue to labor for the accomplishment of the desired end and hope, that in time success will attend. Millers, as a rule, seem to evince more interest in national organization than in state or local associations, and perhaps for good reason. The National Association affords protection from that bane of the millers' existence, patent litigation; it deals with matters of general importance to every miller in the country, and the direct returns for the investment are more apparent.

#### MEMBERSHIP.

The membership of the National Association does not fluctuate much. There are about so many members each year whose plants burn, or they retire from business. These are replaced by new members, and I think that an average, drawn from the records of the association during the past sixteen years of its existence, will show that each year strikes about the same proportion of loss and gain. During times of threatening patent litigation, the roster rapidly increased and shortly afterward, when through the action of the association, peace and prosperity reign, these transients drop out and talk loudly about the uselessness of organization. The constitution of the Association provides that eight drafts shall be made upon all members on the fifteenth of January of

each year, for the amount of the annual dues—that members who do not honor these drafts will be dropped from the Association and that the names and amounts due, and thus lapsing, shall be read at the time of the next annual convention. At the New York convention, one year ago, thirty members were dropped, their dues aggregating \$375.00. The number of memberships lapsing this year is larger and their dues aggregate \$665.00—\$200.00 in excess of last year's record. The new memberships acquired during the year aggregate but 20 units of capacity, as compared with 66 units for the previous year. This slow gain may be attributed partly to the lack of interest in organization, and the general condition of prosperity and peace, but I believe that the principal cause has been the amount of membership fee required (\$10.00 per 100 barrels) and the figure at which the annual dues have been fixed (\$5.00 per unit). A number of instances have occurred where, during the year, applications for membership would have been secured, when solicited, but for the question of expense. A small miller, having 100 bbls or less daily capacity, does not feel that \$10.00 is an excessive fee, but when a miller, who has a capacity of 1000 barrels, looks at a \$100.00 fee, it seems large and frequently causes him to defer the matter of joining. As stated in the call for this convention, notice was given by president A. R. James, thirty days prior to the meeting, that he would, at this time, introduce a resolution amending the constitution, so as to permit the executive committee to reduce the fees for membership, and the annual dues when deemed advisable. I believe the adoption of such an amendment would prove beneficial. The Millers' National Association now has members in good standing in the following 22 States: California, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Missouri, Montana, Nebraska, New Jersey, New York, North Dakota, Ohio, Pennsylvania, South Dakota, Texas, West Virginia and Wisconsin. The aggregate capacity of the mills within the association is 104,100 barrels per day, upon the very low basis reported for payment of dues, the advertised capacity of these mills will exceed 150,000 barrels per day.

According to Sec. 2 of Art. III, the following States are entitled to have one representative in the board of directors of this association, by reason of having a membership in excess of 25 units of daily capacity in the organization: Illinois, Maryland, Michigan, Minnesota, Missouri, New York, Pennsylvania and Wisconsin. Indiana falls short by but one unit, and Ohio, Kansas and Kentucky have nearly enough to entitle them to a director.

The following is a list of the directors of the National Association, as appointed according to the terms of the constitution:

For Illinois, C. B. Cole, Chester; for Maryland, P. H. Macgill, Baltimore; for Michigan, W. B. Knickerbocker, Albion; for Minnesota, C. J. Martin, Minneapolis; for Missouri, Geo. H. Plant, St. Louis; for New York, Geo. Urban Jr., Buffalo; for Pennsylvania, W. Latimer Small, York; for Wisconsin, Wm. Sanderson, Milwaukee.

#### CLAIMS AND COMPLAINTS.

Considerable has been said to the members of this association in regard to placing their claims and complaints in the hands of the Executive Committee for adjustment, but there seems to be but little inclination to take advantage of or develop this feature of the organization. On June 27th, 1891, Barney, DeMoss & Co., of Roscoe, Ohio, filed a claim with the association for loss

of a car of flour at the time of the Johnstown, Pa., flood, some years since. The railway denied responsibility for the loss and claimed exemption from liability under the clause contained in the bill of lading as to "acts of God and public enemies." It is a well established fact that claims of this nature cannot hold at law. The Pennsylvania company, had it attempted to pay losses on property in its charge at the time of this flood, would probably have become bankrupt, and, as a matter of principle could not recognize any such claims. Although this seemed an utterly hopeless case, the Executive Committee very carefully investigated its merits and made a strong effort to obtain some recovery. It was found that no suits had been carried up in the courts, upon Johnstown flood losses, and legal advice convinced them that no action could be brought with hope of success, therefore, the claim was returned to Barney, DeMoss & Co., with statement regarding the steps taken.

August 3rd, 1891, a claim was presented to the Executive Committee by B. Stern & Son, against Wm. A. Greene, of Providence, R. I. Unjust and unreasonable cancellation of an order for 1000 barrels of flour, April 8th, 1891, being alleged, whereby the claimant suffered a loss of \$775.00. The Executive Committee has ordered that suit be brought to protect the interests of Stern & Son, and the matter is now in the hands of an attorney.

March 2nd 1892, Ballard & Ballard Co., of Louisville, Ky., filed a complaint with the Association, alleging unjust and unreasonable cancellation of an order accepted from Morgan & Bro. of Atlanta, Ga., who refused to honor draft for 15 tons of bran, specified to be shipped in 100 lb. bags. Upon arrival at destination the bran was refused, under claim that the bags in which it was shipped were too large. Messrs. Ballard & Ballard claimed a loss of \$6.00. After some correspondence in which the Atlanta firm declined to adjust the matter, the committee expressed intention to bring suit, but owing to the small amount involved, Messrs. Ballard & Ballard Co., requested that such action should not be taken. These are the only claims that have been presented by members of the association during the year.

#### TRANSPORTATION MATTERS.

At the last convention, mention was made of the fact that this association had joined, with other commercial organizations and the boards of trade of all the principal cities, in the National Transportation Association, the object of which is, "to take action in the interest of the commercial public upon questions which exist or may hereafter arise, bearing upon matters of transportation and the relations between the public and commercial carriers." This organization has been steadily at work during the past year, in an effort to secure national legislation, which will compel the transportation companies of the country to adopt and put into use a simple form of shipping receipt for inter-state commerce, which shall be uniform and under the terms of which the carrier must perform its duty as laid down by common law. Car service rules and claims are other subjects that have been taken in hand by the National Transportation Association. The results of its labors will undoubtedly prove of substantial benefit to all shippers. A bill has been introduced in the present congress, looking toward the adjustment of the uniform Bill of Lading question, and the prospects of satisfactory issue are most encouraging.

Since our last convention the railway and steamship transportation

lines have adopted and placed in general use a uniform export bill of lading, which, though an improvement upon some of its predecessors, in that it is a receipt for the goods, and divides the exemption from liability, showing them in two columns, one for inland and the other for transatlantic service, is in general even more unfair and unreasonable than ever. When national legislation remedies the terms of the contract for the inland service, we may then attack the provisions which the transatlantic carriers insist upon introducing, and without which in their contracts, they refuse to accept shipments. We believe that legislation can be enacted which will prevent the clearance of a vessel unless she will accept goods under a contract that is fair and equitable for the shipper. This subject has been brought strongly before the departments of state and agriculture of the national government, and investigation has been and is being made through United States consuls abroad, which provides the strongest evidence of necessity of protective laws in this respect. The Secretary of Agriculture is personally interested in the matter and promises his support to the effort that soon will be made to secure a remedy for these difficulties. While the Millers' National Association has not been able to secure the adoption of the form of Bill of Lading framed at the convention of 1888, it is persistently at work in that direction, and these efforts will bear fruit at no distant date.

As a remedy for the delays in transit, suffered by exporters of flour, your executive committee was instructed at the last national convention to put into operation a tracing bureau. This has been done and has resulted in great benefit for all members who joined the sub-organization and have patronized it.

The organization of the tracing bureau and placing it in its present efficient and successful operation, was no small task. It has been accomplished in the face of bitter and unfair opposition, not only on the part of some of the transportation companies, which looked upon it at first as an interference with their affairs, but also from enemies of the National Association and even misguided members. It has been made successful in the face of lack of interest and support from the large majority of our members, and that it has succeeded is due to the enterprise of about forty of the members who have supported it. During the nine months of its existence the bureau has traced over one million sacks of export flour, deriving a revenue therefrom of about \$1800.00 which has been sufficient to meet all the expenses of the organization. The small guarantee fund which was required to start the enterprise has not been drawn upon further than a ten per cent assessment, collected at the time of organization, which is now in the treasury. The bureau has been entirely self-supporting and not, as has been intimated, an expense, in any way, to the National Association. Its clerical work has been performed by its own employees, and it is indebted to the parent organization only for the time given to the direction of its affairs by the executive committee and secretary.

#### PATENT MATTERS.

Patent disputes have been rather more active during the past year than the one before. At the last convention reference was made to the suit of Wm. E. Lee vs. C. A. Pillsbury & Co., for infringement on cockle machines manufactured by the Cockle Separator Mfg. Co., of Milwaukee. This suit which resulted, at first trial, in a verdict for the plaintiff for \$1500.00 had retrial



on Jan. 27th 1892, and again resulted in a verdict for the plaintiff, reached in the face of expert testimony to the effect that Lee's machine was considered inoperative and evidence that both English and French patents antedated it. However, it must be borne in mind that both these trials were by jury. The case will be carried up and defended to U. S. Court of Appeals if necessary. No doubt is felt but that when it comes before a court familiar with patent affairs, the suit will be thrown out of court.

The suit of J. H. Russel vs. J. G. Kendall & Co., based upon claims of a contract made some eighteen years ago with Geo. T. Smith, transferring to Russell all rights to manufacture and vend machines under the Smith patents in the states of Michigan and Wisconsin, which was referred to at the last convention has since remained "in statu quo."

On June 27th 1891, the attention of the Executive Committee was called to a circular letter, which was being distributed among millers, by Geo. H. Benjamin a "patent expert" of New York, calling for settlement, by payment of a royalty, upon all roller mills used, containing rolls, "the surfaces of which are obliquely grooved in the same direction, in combination with mechanism for revolving both rollers at different speeds." Such machines were alleged to infringe patents owned by Andreas Mechwart of Buda Pesth, Hungary. This claim is an old one which has been revived after lying at rest many years. The committee made careful investigation, but saw no reason for uneasiness, in view of the data bearing upon the matter which the association has in its possession. Suit has, we are informed, been brought against the John T. Noye Mfg. Co., a member of the Consolidated Roller Mill Co., and this test case will probably decide the merits of the Mechwart claims. The bond of the Consolidated Roller Mill Co., in the sum of \$100,000 held by this association, for the protection of its members in the event of patent litigation based upon roller machines manufactured by the firms composing that company, will relieve members from trouble in this direction.

In the October sessions of 1888, in the U. S. Circuit Court of the eastern district of Pennsylvania, suit in equity was brought by John S. Detwiler vs. Joseph Bosler of Ogontz, Pa., for alleged infringement of his gradual reduction patents. Mr. Bosler was a member of the Pennsylvania State Millers' Association at the time, and appealed to that organization for defense of this suit. Subsequently he joined the National Association. Under our constitution Mr. Bosler has no claim for protection on the part of this association in this suit, and he has not asked it, but the case is one that might, in the event of his defeat, become one of national importance to millers, and require the prompt action of this association. Therefore the Executive Committee has interested itself in the matter and made sufficient investigation to enable effective steps for the protection of members, if found necessary. The Pennsylvania State Millers' Association has provided capable defense for the suit, which it is believed will result in defeat of the Detwiler claims.

March 31st 1892, advice was received that Stillwell & Bierce Mfg. Co., of Dayton, Ohio, were circulating among members of this association printed claims that the Hoppes Feed Water Heater, manufactured by The Hoppes Mfg. Co., of Springfield, Ohio, infringed patents owned by them, and citing a decision of March 12th, 1892, in equity, in the U. S. Circuit Court of the southern district of Ohio, in the case of the Stillwell & Bierce Mfg. Co.,

vs. S. N. Brown & Co. These circulars were accompanied by letters asking for settlement. The Hoppes Mfg. Co., state that the suit referred to does not in any way involve their machine, but only the pipe connection, that this connection is not by any means necessary, but that they will carry the case referred to, up to the highest courts, in order to determine their rights. Assurance is given that protection will be given any purchasers of their machines attacked. As none of our members have yet been sued, action by the association is not required. The Hoppes Mfg. Co. have agreed to file an indemnity bond with the association for protection of its members, in case the validity of their patents is questioned further.

A number of inquiries have been received by members of this association as to the safety of purchasing certain patent dust collectors. It may be well to say that in view of the fact that there are threats of patent litigation in regard to this class of machinery, you should see that good and sufficient indemnity bonds are deposited for your protection by the manufacturers of such dust collectors as you may purchase. This association holds the bond of The Knickerbocker Co., in the amount of \$50,000 for the protection of members who purchase and use Cyclone Dust Collectors.

#### CONCLUSION.

It has been the custom during the past year to issue a circular to all members of the association, immediately following the sessions of the executive committee, in order to keep them posted as to the work of the organization, and thus to stimulate interest in its affairs and support for its efforts. It is hoped that all will read carefully these periodical reports. Unless the members interest themselves in the association and take part in the work but little can be accomplished. It takes more than merely naming officers and an executive committee to make an organization of this kind of practical value. If every member of this association will, during the coming year, make up his mind to perform his part of the labor and use his personal influence to bring at least one new member into the association, the results, one year hence, will astonish all.

FRANK BARRY,  
Secretary.

Mr. S. H. Seamans, treasurer read his annual report which showed:

Amount on hand May 12th 1891.....	\$5,892.71
Receipts during the year.....	5,315.00
Total.....	11,167.71
Expenditures during the year.....	3,778.00
Balance on hand May 21th 1892.....	7,389.71

On motion of Mr. Hurd of Milwaukee, the reading of the minutes of the last meeting was dispensed with and a recess taken till 2 o'clock P. M.

#### AFTERNOON SESSION.

The convention was called to order at 2:30 P. M. by the president.

Mr. F. L. Greenleaf moved that a committee of three be appointed to nominate officers for the ensuing year.

The motion prevailed and the president appointed as such committee, F. L. Greenleaf of Minneapolis, C. B. Cole of Chester, Ill., L. R. Hurd of Milwaukee.

THE PRESIDENT: The committee just appointed will be prepared to present their list later in the meeting as business progresses. The first regular

business in order is listening to a paper on fire-proof construction and equipment of mills, by John G. Thomas of Chicago. This gentleman will show you how to build a mill so that the insurance companies can be left without any one and one half or three per cent.

MR. THOMAS: I am sorry to say that there is some mistake about my topic this afternoon. I am afraid if I should say anything about slow burning buildings very few men in this convention would be prepared to tear their mills down and build new ones. What I am going to talk about will concern principally the buildings you have got, and if you intend to build new ones I think I can say some things that may not hurt you any.

[Mr. Thomas' paper will be found in our Insurance column.]

THE PRESIDENT: If there is any one thing that interests the Millers' National Association more than another, it is the question of transportation. Every member desires to know just how to get there a little cheaper than the other fellow does and in what manner to manage his rebates and cuts. Anything for a cheap rate of freight.

I think you will listen with a great deal of pleasure to a paper that will now be presented to you, on the subject of transportation, by a gentleman who thoroughly knows the question from A to Z, Mr. E. P. Wilson, Commissioner of the Cincinnati Freight Bureau.

#### TRANSPORTATION TOPICS.

The theme suggested by your worthy secretary opens so wide a field for thought as to place a premium upon discursive remark.

It seems therefore necessary to prescribe some limit to the range of our observations.

Transportation topics are so numerous, so far reaching, so universal in their intimate relation to all industrial effort as to command a hearing wherever suggested, but how rarely outside the official assemblies of professional transporters, are they dealt with in continuous detail, or with such concentrated attention as to yield any appreciable addition to the sum of general understanding of the subject.

In the great arena of human progress, the producer and the transporter are yoked together, inseparably identified, and indispensable each to the success of the other.

It is to this relation, as co-workers that it is proposed for a few moments to attract your attention to-day.

The spirit of co-operation of organization is the spirit of the age.

In every department of human effort, this spirit is manifest, in trade unions—in commercial associations—in boards of trade—chambers of commerce—and the present assembly affords a magnificent practical demonstration of the value of intimate, continuous and careful conference, and patient effort to conserve those elements of value and profit, which depend upon concerted action and are so sensitive to the destructive influence of discord.

If the Millers of the nation find the greatest good to the greatest num-

ber conserved by permanent association,—if the great transportation lines of this country, at an expense of not less than one million dollars annually, find profit in maintaining some fifty or more organized associations in practically perpetual session for joint protection, and the reconciliation of their diverse interests—is it not manifest that the great elements of production and transportation should find common ground for consideration, promotion and protection of the great material interests which are so absolutely dependent upon them for existence?

The phenomenal growth of both productive and transporting industries during the past half century, has left little time to the busy workers to consider other than absolutely essential features of growth and expansion.

As the cry of the hungry is "Give us bread," so the cry of the newly developed areas of production has been,—“Give us transportation, and at any price.”

The cry has been answered, and transportation of super-human burden bearing capacity, is available.

Practically every village cross-road and hamlet in our land finds itself located upon a King's Highway.

The products of the tropic and frigid zones are interchanged with marvellous rapidity; space is annihilated and climate conditions are superseded.

This great continent instead of affording meagre support to wandering tribes, yields luxurious living to a homogeneous nation, whose civilization and obtainments have dazzled the world.

The genii, mightier than any mythical power of fabled antiquity, who have practically reproduced in this new world the lost paradise of our primeval progenitors, the genius of production, and the genius of transportation, may to-day look with pride upon their work and pronounce it good,—may well join hand in hand, work shoulder to shoulder in evolving a grander civilization and in achieving a magnificent destiny for our people.

But upon what plan shall this great work proceed? Shall it be as co-workers, or by the survival of the fittest?

Can there, as between these elements, be a survival? Is it within the limit of possibility that those royal highwaymen, the railroad kings, in emulation of barons of old, levying tolls from honest toil, shall absorb the fruits of all industries and reduce the producing element of our people to a race of slaves? Assuredly not.

Is it possible that the voice of the people, in the exercise of its divine attributes, will demand such restriction of the regal functions of transporters as will destroy their ability to bear the burdens which are pressed upon them? Again, assuredly not.

The benign influence of universal education, begetting in the mind of the controlling public, a spirit of equity, will demand the allotment to each of his portion in due season.

Should these great servants of the nation, fail as between themselves so to adjust their relative functions as to secure to the state at large the maximum of beneficial result, if by discord, or effort at mutual oppression, the highest efficiency of both be threatened, then may the sovereign power of the state be invoked in fair arbitrament to assign to each his proper burden and to each his fair reward.

The last decade has abounded in theories and given birth to many experiments directed toward the solution of this great equation of the relations between production and transportation.

The political, editorial, judicial



and legislative talent of the nation have struggled in threes of ponderous labor and brought forth—what?

Possibly the deluge.

After the deluge comes the olive branch, upon it rests the bow of promise, the enlightening, refining, influence of higher education, which says to the turbid waters of strife,—Peace, be still!!

Upon the dark surface of destruction threatening clouds inscribe the iridescent trio, Investigation, Conference, Arbitration.

As men and brothers, rend not one another! Destroy not the fruits of industry in sordid strife! But reason together!

This reasoning spirit is made manifest in leading commercial communities by the establishment of special organizations devoted to the investigation of transportation topics in their relation to commerce: to the end that they may be competent to give railroad and transportation companies such information regarding commercial conditions as may assist in the proper adjustment of tariffs, and prevent unjust discrimination between individuals or committees.

In all possible ways to promote between the public and carriers, an intelligent understanding of all the circumstances and conditions, which may effect their joint relation, and protect their respective rights.

These tariff associations or freight bureaus, where they are conducted upon the principles above set forth, have already operated in many localities to minimize asperity between railway managers and their patrons, and to lighten burdens which, as results of misconception or non-intercourse have been placed upon commerce. Experimental work of this character has not been uniformly successful. Mutual misconceptions as to its tendency have been barriers to its progress.

The mischievous theory that all intervention on behalf of the public in matters pertaining to transportation, is inspired by hostility, fostered by prejudice, and pursued with injustice, has been a lion in its path.

A disposition upon the part of trained transporters to assert absolute and conclusive control over all questions of tariffs, classifications and their auxiliary rules and regulations, a reluctance upon their part to concede that the voice and opinion of their patrons, has any place in their councils, or has a right to be heard or considered in their general deliberations, has kept closed against the public, the most reliable sources of information.

But in the face of a patient persistent, reasonable and indomitable seeking after light and right by the representatives of the commercial public, every year is marked by a relaxation of this spirit of dignified exclusiveness or mutual distrust, and a commendable disposition to meet each other man fashion and in broad daylight, to discuss and adjust matters affecting mutual interests is rapidly gaining ground and will ultimately assert control over the situation.

But these millennial conditions are not yet present. They are simply rendered possible by the spirit of the age, and the teachings of higher education.

Their early realization is dependent upon careful selection both by producers and transporters of the agencies to whom the work of investigation, conference and arbitration may be committed.

During the past two years, questions have arisen as between transporters and the public, which extended in their effect upon commerce beyond the limits of local organizations or state lines, and have suggested the necessity of extending the scope of specific organiza-

tion and work in connection with transportation topics.

Some experimental work in this direction has been already carefully pursued.

A nucleus has been provided in the form of a National Transportation Association, consisting of a single delegate from each of a number of the leading boards of trade, chambers of commerce, or other commercial organizations, who have deemed the transportation problem and the issues which it involves to be of sufficient magnitude to warrant continuous attention and specific expenditure.

The too popular fallacy which relegates all questions of rates and transportation to the domain of the shipping clerk, which is responsible for much of the anti-railway sentiment of the day, which fails to realize that upon the part of the carriers these subjects are under continuous treatment by trained experts, has also operated somewhat to obstruct the work of this National Association by according from certain quarters, only lukewarm support and from others direct discouragement; nevertheless there have been brought together by this organization a number of gentlemen strongly supported by their home organizations, who have been able to lay the groundwork for widespread future usefulness.

They have studiously avoided even the appearance of seeking after issues with transporters, but have patiently and fearlessly pursued their work of investigation into such subjects as have unquestioned vitality, with a view of seeking out and ultimately establishing just and reasonable underlying principles which shall fairly govern the relations of the carrying industry to the general commercial public, throughout the United States.

In this work they have encountered in most instances a co-operative and conciliatory spirit upon part of transportation associations, but in some cases they have been met by a manifest assertion of the right of carriers to make conclusive declarations of the rules and conditions which shall govern these relations.

They have deemed it expedient to furnish to the Inter-State Commerce Commission some facts and suggestions, which were made available by that commission in its report to Congress.

They have, through one of their permanent committees, attracted the attention of Congress to practices of certain transportation companies which seem to involve such trespass upon, and indifference to individual rights, as to impose unreasonable burdens upon commerce.

One of the practices which has seemed to work injustice, and inconvenience, and to threaten loss to many shippers, is that of loading down bills of lading with declarations on non-liability, which in themselves are neither reasonable nor lawful, but which by dint of assertion are intended to have the effect of diverting unwary shippers from their rights, thereby proving to be serious impediments to commerce.

This practice has been the subject of unsatisfactory conference with prominent carriers' representatives, has been carefully reviewed by the Inter-State Commerce Commission with expressions of disapproval and is now before the committee on Inter-State Commerce of the Lower House of Congress; all parties interested on either side of the question will be heard before that committee on May 31st.

The doctrine asserted by the National Transportation Association, inspired by the approval of every commercial organization represented therein, is, in effect, that it

is the duty of every common carrier, at its published rate, to accept and transport property, and to account for the same upon the basis prescribed by common law—the laws of the United States,—or of the several states,—and that every shipper is entitled to a bill of lading expressive of these conditions, and none other, unless he specifically consents to their modification.

If this principle obtains recognition within the United States, it may then be feasible to eliminate from bills of lading for export shipments, many of the objectionable features which now embarrass our commerce with foreign nations.

Another question which engages the attention of a carefully selected standing committee, is that of prompt handling and delivery of property.

During the past two or three years, there have been instituted by carriers very elaborate and effective methods for compelling shippers to be prompt in performing their duties in the matter of loading and unloading cars.

A system of penalties and machinery for their enforcement have been evolved from the inner-consciousness of transporters, but their inner-consciences have never once suggested that a similar system of penalties and their collection, is due for the protection of the owner of the property against unwarrantable delays in transit.

I should not be surprised if my audience embraces gentlemen who have paid demurrage, but is there any gentleman present, who has collected demurrage when his property was unreasonably long in transit?

The committee referred to, has secured much valuable information on this subject and is prepared to prove that there are countries where the power of the government has been successfully invoked to compel the railways to publish not only their tariffs of rates, classifications and rules, but to embody therein a declaration of agreed reasonable dispatch, which the carrier must accomplish, or failing therein, must accord to the consignee an abatement from the transportation charges.

If this principle is found to be feasible when enforced by the law of any country, is it not reasonable to expect that the sense of justice and general intelligence which so conspicuously characterize the management of our American railways, will find methods for its practical application to the protection of American shippers?

This suggestion is novel and startling, and transportation managers may shrink from its adoption, but patient, persistent and intelligent work upon the part of producers and shippers, must certainly hasten the day of its recognition.

Again: Another standing committee is, by conference with carriers' managers, endeavoring to secure the adoption of more prompt and efficient methods in the adjustment of claims. This point requires no elaboration. Every gentleman present appreciates the importance and sympathizes with the apparent hopelessness of this committee's undertaking.

These illustrations will serve to outline the work of special organizations, both local and national.

I believe these mere suggestions will carry conviction as to their importance, and as to their worthiness of support, not only by all individuals and firms, but by the great commercial bodies of the country.

This line of work, only recently embarked in, must, if patiently and fairly pursued, result in bringing closer to each other, into better understanding and more harmonious working relations, all the earnest workers of the nation, whether engaged in production or

in transportation, and must certainly prove conservative of the interest of all.

**THE PRESIDENT:**—The next thing in order is the general business of the association. Mr. Secretary, is there anything on your desk?

**THE SECRETARY:** Mr. President, I have here a letter proposing an amendment to the constitution. It is dated:

BUFFALO, N. Y., April 20th 1892.

MR. FRANK BARRY, Secretary, Milwaukee, Wis.

DEAR SIR:—Agreeably to the terms of article VIII. of the constitution of the Millers' National Association, I desire to notify you that at the next annual convention I shall propose the following amendments to said constitution:

To amend section 2 of article II by striking out the eleventh word, "ten" between the words "to" and "dollars" and substituting therefor the word "five".

Amend section 1 of article VII by inserting between the eighth word "be" and the ninth word "five", the words "not to exceed," and at the end of the section which closes with the word "year", the words "the executive committee shall fix the annual dues at its last meeting prior to January 1st of each year."

In explanation I will read the sections as they now are and as they will be if amended as proposed.

Section 2 of article II reads as follows: Such application must be accompanied by a sum equal to ten dollars for each 100 barrels or fractions thereof, actual capacity per 24 hours run of the mill or mills owned, controlled or operated by applicant. It must be delivered to the secretary, who shall present it to executive committee at its first meeting after date of application. When application is approved by the executive committee the applicant becomes a member of this association, and the secretary shall issue to the new member a certificate of membership.

According to the amendment if adopted it would read:

Such application must be accompanied by a sum equal to five dollars for each 100 barrels or fraction thereof, actual capacity per 24 hours run, etc.

Section 1 of article VII now reads as follows:

The annual dues of this association shall be five dollars per unit of capacity. They shall be payable on the fifteenth day of January of each year.

If amended as proposed it will read: The annual dues of this association shall be not to exceed five dollars per unit of capacity. They shall be payable on the fifteenth day of January of each year. The Executive Committee shall fix the annual dues at its last meeting, prior to January 1st of each year.

**MR. PRESIDENT:** You hear the amendments as read by your secretary.

**MR. SANDERSON:** I second the amendments.

**THE PRESIDENT:** Perhaps it would be as well to take the amendments up separately. The first is in reference to reducing the admission fee from ten dollars per unit to five dollars per unit. Are you ready for the question?

**MR. A. C. LORING** of Minneapolis: Speaking for myself I object to the change in the article of the constitution. I do not believe the amount charged is too much for the services that this association ought to be



able to give to its members. I think the proper question is not how much money we can obtain, but whether we can devote that money to a good purpose. The association has lacked energy and activity and the power and backing to expend the money it has well and for its benefit. I believe now, and believed when the constitution was adopted by the association, that the fee was not excessive, that this association should accumulate a sum sufficient to guarantee its protection against any patent litigation that might arise, and also that they should have a sufficient sum in the treasury to meet such demands as we have just at present, that is, to employ sufficient legal ability to work out this question of transportation, the very best ability it is possible to get, and at the same time leave a sufficient amount to guard against any other litigation that might arise.

The members of this association will not be called upon to expend another dollar, and no one should come in unless he concludes that he can afford to pay a sum sufficient to warrant good protection for the future. I do not think it is a question of reducing it from ten dollars to five, but it is a question of whether this association will guarantee its members a good protection and will take up the question of the interests of the community at large and see that everything is worked out to the best interests of the people. For that reason I am opposed to the reduction of from ten dollars to five dollars.

THE PRESIDENT: We will be pleased to have a full expression from gentlemen on this subject. The desire, undoubtedly, is to do what is best for the association.

MR. MARTIN of Minneapolis: I would like to ask if the objection is to the initiation fee or the annual dues?

MR. LORING: The initiation fee.

THE PRESIDENT: The amendment now under consideration is changing the initiation fee from ten dollars to five dollars per unit. I may say, gentlemen, for your information, that my object in offering this amendment was perhaps not as an advocate of it, but happening to think of it thirty days previous to the meeting, I gave the notice that the matter might be brought up and discussed here, as there seemed to be some members who believe that it would be better to have the admission fee reduced. I did not propose it as being for or against it. It has been brought to my knowledge that a number of millers have declined to join the association on account of the amount of the dues. There can certainly be called the names

of four or five quite considerable millers who, thinking that the admission fee was five dollars had arranged to take memberships, in fact applications were being written out for them, and when they saw the amount was ten dollars they thought they would reconsider the matter and consult with their partners and let us know about it a little later. The result has been that that is the last that has been heard of it. That is for the association to consider, whether the amount of the admission fee is keeping out any millers who would otherwise come in, or whether it is best to let them stay out if they choose and maintain the admission fee at the present rate. Of course, this is, I believe, an increase of five dollars per unit over what it was for a good many years preceding the adoption of this constitution. I think it was originally or at least for a good many years five dollars. During the patent suits it was more. I would like to hear a very full expression on this subject, so that it may be entirely satisfactory which ever way it is decided.

The vote is to be taken on the capacity represented at this meeting.

The vote resulted as follows: nine firms representing 144 units voted aye and eight firms representing 272 units voted no; three units not voting.

The president declared the proposed amendment lost.

THE PRESIDENT: Now the other amendment, which is that the dues shall not exceed five dollars per year, payable the 15th of January and that the Executive Committee are empowered to determine the amount of the dues, at their last meeting before the first of January of each year. Are you ready for the amendment?

A motion was made that the amendment be adopted, and a vote being taken it resulted as follows: fourteen firms representing 370 units of capacity voted in the affirmative and there being no negative votes the amendment was declared adopted.

THE PRESIDENT: Gentlemen, another question of importance for our consideration is the matter of the uniform export bill of lading.

MR. LORING: I would like to offer a resolution.

Whereas, it is clearly evident that the most important question now before the Millers' National Association is that of improvement in export transportation; and

Whereas it is absolutely necessary and of vital importance to all millers that a new uniform export bill of lading be adopted, therefore be it

Resolved that a committee of three be appointed with full power to take charge of the new uniform bill of lading matter, that they be empowered to employ counsel and to effect such desired legislation as may by them be deemed advisable

and to the interest of this association.

The resolution was duly seconded and was adopted.

The president appointed as the committee provided for by the resolution, C. A. Pillsbury, of Minneapolis; C. J. Martin of Minneapolis; Proctor Taylor, of Quincy, Ill.

Mr. Taylor of Quincy, offered the following:

Resolved, that if the members of the Millers' Tracing Bureau are not at present prepared to take charge of the affairs of the bureau, the executive committee be instructed to continue the same during the ensuing year, provided that the same shall be conducted as during the past year, without expense to this association.

The resolution was duly seconded and was adopted.

THE PRESIDENT: New business is now in order.

THE SECRETARY: It has been suggested that a resolution be introduced at this convention instructing the secretary to prepare again blanks relative to regulating the discount on sack flour, for the signatures of members and to send them out to all members of the Millers' National Association, requesting them to renew their agreement, and all who have not heretofore signed, to sign and send the blank in, if they feel disposed to do so.

MR. COLE: As I understand, that arrangement was among the spring wheat millers and it was signed by nearly all of them in the country. There is only one disadvantage that I see in the association undertaking to take care of it and that is simply the proportion of the millers belonging to this association. If the association takes hold of it, wouldn't they have to send out to every spring wheat miller that they could hear of, regardless of whether he is in the association or not? That is the point that strikes me as against the association trying to do anything with it.

THE PRESIDENT: Gentlemen, it is certainly a very important matter and there are new millers or new mills which have started since that agreement was subscribed to and that ought to be in. I do not know but it is a matter that the secretary of the National Association can take charge of, if it does not affect the winter wheat millers so much.

MR. COLE: So far as the winter wheat millers are concerned there is a certain portion of them that it would be utterly worthless to present any such paper to. Take the winter wheat millers of southwest Missouri and Kansas and all that country where barrels cost them so much more than sacks, they will sell a great deal cheaper in sacks than they will in barrels. It would be utterly useless to try to get them into it. The

spring wheat millers are some of them in the same class.

MR. SPARKS: There is a further difficulty on this subject for St. Louis and vicinity. In the south-eastern territory the rate of freight on a sack of flour is materially higher than it is on flour in wood, so that the disparity between the price of flour in wood and sacks is different from what it is in other sections. There is a general tacit understanding between the winter wheat millers in St. Louis and in the south-east on that subject and I do not believe it would pay any millers belonging to the association to change their usage in that particular territory. In the south-east we get the same price for sacks that we do for barrels, because the sack flour carries a higher rate.

THE PRESIDENT: It might be well that this resolution be pointed towards the spring wheat millers and that the secretary be instructed to communicate with the spring wheat millers, those who formerly signed and the new mills started since then.

MR. GREENLEAF: Do I understand that the schedule is the same as the one in use now, no change?

THE PRESIDENT: No change. The matter was looked over by Mr. Martin, Mr. Sanderson, myself and one or two others last evening, and we came to the conclusion that there was no reason for any change.

MR. GREENLEAF: I make the motion, that the secretary be instructed to communicate with the spring wheat millers regarding the price list for difference between barrels and sacks, and get their signatures if possible to agreements.

THE PRESIDENT: If there is nothing more on this subject, I will put the question. The question is on the adoption of the motion of Mr. Greenleaf that the secretary notify the spring wheat millers and ask for signatures to an agreement in regard to differentiation on prices of sacks and barrels.

The motion prevailed.

THE PRESIDENT: If there is no other business the secretary will read certain communications he has received.

The secretary read a telegram as follows:

Evansville millers unanimously advocate the Hatch bill with all their might and main.  
IGLEHART AND MELROSE MILLING COS.,  
Evansville, Ind.

Also a telegram and letter from the Chicago Board of Trade tendering the use of the hall room of the board to the convention and also extending the courtesies of the Exchange to the members.

Also a letter from the chief of the department of Agriculture of the World's Columbian Exposition, transmitting a letter



of the president of that exposition inviting the members to visit the grounds at Jackson Park.

Mr. Greenleaf moved that the secretary be instructed to tender the thanks of this association to the Chicago Board of Trade and the president of the exposition for the courtesies extended. Mr. Cole moved to amend by including Mr. Thomas and Mr. Wilson, for the papers read to the convention. The amendment was accepted by Mr. Greenleaf and the motion as so amended prevailed unanimously.

THE PRESIDENT: If there is any further new business to come before the association, now is the time to present it.

MR. BARNETT: At the State Millers' Association meeting at Springfield, Ohio, some months ago, among other business which we transacted, was the appointing of a committee to correspond with the State Department at Washington in regard to the discrepancy in the duties on flour and wheat in France. As I understand it, and as we were told at that meeting, the duty on wheat to France was very low and on flour very high, and hence we have not been able to introduce our flour in France. The French do not understand spring wheat, but they go for our winter wheat, and they are slaughtering the winter wheat millers. The secretary was instructed to correspond with the associations of the different winter wheat states and bring this matter before them. Whether that has been done or not I do not know.

I simply make the statement and ask whether it would not be well for the Association to present something of the same kind. We have found that the French were the principal buyers of winter wheat and they are the ones that are giving us trouble of that kind, about the duty on wheat being very much less in proportion than the duty on flour. I make this suggestion for the convention to act upon if they see fit.

MR. KREIDER: At the last meeting of the Illinois Millers' Association, this matter was brought up for action and there was correspondence by one or two of the officers with the Secretary of State and the response, that the matter would be looked into and some action taken upon it. My understanding is that the duty has been reduced on flour, but only temporarily, and that there is a prospect of its restoration to the former figure about the first of June or July. Now, it would be a very popular move on the part of the National Association, among the winter wheat millers, if there was some definite action taken in regard to it. I remember that

at the meeting of the National Association at Minneapolis, year before last, the matter of that difference in favor of wheat as against flour was brought up and a committee appointed, and a dispatch sent to the Secretary of State, and a reply was received while the association was in session. It gave great encouragement to the winter wheat millers, and I think, brought the association more into favor by that, than any move that had been made for a long time. It seems to me that Mr. Barnett's suggestion here should have some action taken upon it, urging on behalf of the Millers' National Association, that that gross injustice to the winter wheat millers should be rectified.

I move that a committee of three be appointed by the association to look into this matter, and bring it to the attention of the Secretary of State at the earliest possible day.

THE SECRETARY: If you will permit me to make a statement in regard to this matter. Some six or eight months ago, I had quite a lengthy talk with the Secretary of Agriculture about this matter, and he expressed a great deal of interest in it, and stated that his department in connection with the Department of State, had been, ever since he assumed the duties of the office of Secretary of Agriculture, at work obtaining that information so far as possible, giving the exact differences between the duties on flour and wheat in different countries, that he had been trying for more than a year to get together a statement that would show that, and exhibit the amount of discrimination; but he said he had not been able yet to get data that was correct and reliable and that since the steps had been taken by the government to push reciprocity, there were being so many charges made, and it was so difficult to get at just what was being done by different countries, that he had, for the time, ceased his attempts in that direction. He promised, that just as soon as he got that data, to furnish it, in order that we might send a circular to all members of this association and outline a plan to attack that wrong.

Now the Department of State and the Department of Agriculture are already interested in that, and I think that a committee will find active support at the government headquarters in their efforts in this matter.

The motion of Mr. Kreider prevailed, and the president appointed as the committee called for, Mr. Kreider, Mr. Sparks and Mr. Barnett.

The committee on nomination of officers submitted the following report: For president, Wil-

liam Sanderson, of Milwaukee; for first vice-president, C. B. Cole, of Chester, Ill.; for second vice-president, A. C. Loring, of Minneapolis; for treasurer, S. H. Seamans, of Milwaukee.

MR. GREENLEAF: In justice to Mr. Cole, I desire to state, that he endeavored very strenuously to decline the nomination but the balance of the committee insisted on presenting his name to the association as first vice-president. Mr. Martin moved that the report be accepted and that the secretary be directed to cast the ballot of the association for the gentlemen named for the respective offices. The motion prevailed, the secretary announced that he had cast the ballot as directed and the president declared the gentlemen duly elected to the offices named. The president appointed a committee to conduct Mr. Sanderson to the chair, and on assuming the position of president, Mr. Sanderson addressed the convention as follows:

*Gentlemen of the convention:* It is difficult for me at present to express to you my appreciation of the great honor you have conferred upon me, but I thank you sincerely for this evidence of your good will. If you will excuse my shortcomings, which I am sure will be many, I will promise you that with the aid of my associates, whom you have so wisely chosen, to present to you a year from to-day an account of our stewardship, which I trust will be satisfactory. We may not hope to excel the standard of our predecessors, but we shall hope to attain it.

What is the further pleasure of the convention?

MR. GREENLEAF: I move that the thanks of this association be tendered to the retiring officers for the able and efficient manner in which they have discharged their duties.

The motion prevailed.

THE SECRETARY: Mr. President, there is one matter here which I wish to call before the convention. The constitution provides, Article III, Section 4 as follows: The board of directors shall meet upon the last day of each annual convention of this association and shall elect an executive committee of five from among their number. Seven directors shall constitute a quorum.

As stated by the secretary's report, there are now but eight states entitled to representation under the constitution, in the board of directors. That would require the attendance of a member of the board of directors from all but one state entitled, in order to obtain a quorum. There are present at this convention, but five directors from the states entitled to have representation on the board of directors, and there-

fore as seven constitutes a quorum, we have not present a quorum for calling a meeting of the board of directors, and the first duty of the board of directors, to elect an executive committee for another year cannot be performed. It will be necessary for the convention or the officers to reach some decision as to what to do in this emergency. Is there a representative here from the state of Maryland? (No response.) Is there one here from Missouri? (No response.) None from Pennsylvania. Then there will be but 5 possible directors.

MR. GREENLEAF: I should presume that the present officers will continue until their successors are appointed. That is the only thing to do.

MR. JAMES: That is going to make it rather bad. There are some changes made by the election of officers. It is going to reduce the board considerably. It seems to me that the board of directors should have power to fill vacancies.

THE SECRETARY: They have none under the constitution.

MR. COLE: Even if they had, the members are not present from the states which they are entitled to come from.

MR. GREENLEAF: I do not understand that there is anything to prevent the president from serving as chairman of the executive committee until his successor is appointed. Is there anything in the constitution to prohibit the same party being president and chairman of the executive committee? I do not think there is. He will remain chairman of the executive committee until his successor is elected.

MR. JAMES: I suggest that, upon the adjournment the representatives from the different states meet and decide this matter. Wisconsin is represented here and they can choose to-day a director from their state in place of Mr. Sanderson who is now president. Any state present that wishes to, can choose their member of this board and make a change now even if there is not a quorum. Then they can become members of the board of directors. I do not see what objection there is to that.

MR. SEAMANS: The objection is that it does not give a quorum for the purpose of electing an executive committee.

THE PRESIDENT: If the convention is satisfied, there will be a meeting of the executive committee after the close of this convention, in which the present member from Wisconsin will offer his resignation and the Wisconsin delegation will offer a name to fill the vacancy. That will necessitate the same executive committee with the exception of the member from Wisconsin.

MR. JAMES: I think, in that



way, that the gentleman appointed will by virtue of resignation take his place also in the executive branch. I do not see any difficulty in that.

MR. SEAMANS: Not necessarily.

MR. GREENLEAF: I understood the vacancies in the board were filled from the State Associations.

THE SECRETARY: The constitution provides that in the event of vacancy, the State Association shall make an appointment and in the failure of the State Association to do so the time of the National Convention, the members present from that state may choose their member to act.

THE PRESIDENT: It appears to the president that the status of the matter is this: there being only five directors present it would be impossible to hold a meeting that would be legal, to elect a new executive committee and consequently the old one will act until their successors are appointed:

The convention then adjourned.

#### MILLERS' TRACING BUREAU.

IMMEDIATELY after the adjournment of the Millers' National Association convention, the Millers' Tracing Bureau, of which the following members were present, was called to order:

Cole Milling Co., Chester, Ill.  
Central Milling Co., Buffalo, N. Y.  
Cargill & Fall, Houston, Minn.  
Daisy Roller Mill, Milwaukee, Wis.  
Faist, Kraus & Co., " "  
Gem Milling Co., " "  
Manegold & Son, " "  
Sanderson Mfg. Co., " "  
B. Stern & Son, " "  
Halliday Bros., Cairo Ill.  
Sparks Milling Co., Alton, Ill.  
Taylor Bros. & Co., Quincy, Ill.  
Walsh-De Roo Milling Co., Holland, Mich.  
Florence Milling Co., Stillwater, Minn.

By common consent, Mr. Wm. Sanderson, the new president of the Millers' National Association, acted as chairman, and Mr. Frank Barry as secretary.

The long and voluminous report of the secretary was read and, on motion of Mr. Greenleaf, was received and placed on file. The following extracts from the report will give our readers a very fair idea of the successful working of the Bureau and the business transacted during the nine months of its existence. Like all other new departures in methods of transacting business, the organization of the Bureau was accomplished under great difficulties, millers apparently taking very little interest in the matter, although it was a work which nearly every member of the association had urged upon the various conventions from time to time as a necessary feature to be adopted and carried out in the interests of its members.

When it came to the point, however, only thirty-seven

firms out of a membership of three hundred and sixty, responded to the call and subscribed to the guarantee fund \$3,950.00. With this small proportion of the Association membership in the Bureau, work was begun. \* \* \*

"A call of ten per cent of the guarantee fund brought into the treasury \$352.50, which proved ample to meet the expenses incurred in preparation for the work. The first shipment reported for the service of the Bureau, was received July 13th, 1891, and from that time the business has progressed in a measure satisfactory to the executive committee.

The membership have given it hearty support and have expressed general satisfaction with the results obtained. Nearly every exporter of flour in the United States has been urged to join the organization, but the results have not been what they should.

There have been enemies of the Bureau who have left no stone unturned to work injury to it, hamper and retard its progress, even going so far as to write to transportation companies, advising them to ignore representatives of the Bureau and to decline to give them any information." \* \* \*

"Very little idea can be formed of the discouragements and disadvantages encountered during the early part of its operations, in bringing the work to its present successful condition." \* \* \*

"It has been difficult to obtain information from the Philadelphia Shipping Co., holding the agency at Philadelphia for the American, Red Star, Inman and American Transportation Line, formerly in the hands of Peter Wright & Son. The Chicago representative of this agency, Mr. W. E. Lawrence, has declined to allow information to be given the Bureau as to movements of shipments from the seaboard. They seem to take considerable pride in their system of sending tracing notices to shippers through their Chicago agency and refuse to send it a second time or recognize any organization of shippers in such matters at present, but if necessary to comply with shippers' demands, would probably do so later." \* \*

"I feel it my duty to inform you that the steamship lines sailing from Baltimore are treating their export flour shipments this season as heretofore, regardless of our earnest protests. The flour is being stored as it arrives, for an indefinite time and spot stuff is being solicited, accepted and forwarded promptly. Repeated sailings have been made of late, of merchandise that arrived long after export flour, which has been lying at the docks

awaiting the pleasure of the company to be forwarded. The Johnson line is particularly unreasonable in this respect. If you continue to patronize this route after receiving this information the Bureau should not be blamed in any way for delays that may be suffered. I have heretofore advised members of the Bureau that shipments via Newport News have been shamefully abused. There is, apparently, no effort made to move the enormous lots of Western property that has been contracted for and shipped by that port. Several additional warehouses have been rented, and stock keeps piling up to be moved at the convenience of the carrier.

The sailings from Newport News are few and very far between, and the Bureau is powerless to obtain proper attention to the export flour there accumulated." \* \* \*

"With these exceptions the Bureau is in successful operation and all the details work smoothly. The transportation lines evince considerable interest in hurrying forward shipments in response to our requests and there is no doubt but that great benefit has resulted from the efforts of the Bureau. Shipments traced by the Bureau make uniformly good time and prompt transfers unless through accident or unavoidable delay, in which event the shipper has prompt knowledge of the facts and circumstances."

"The Bureau has, from the start, been entirely self supporting, and has been in no sense a burden or expense to the Millers' National Association."

"Total receipts for the nine months, \$1,763.76. The aggregate number of sacks of flour traced (140 lbs. to a sack) 1,145,753 or at the rate of nearly a million and a half sacks per annum. It is expected, however, that this amount will be exceeded considerably, taking the whole year together, for the reason that during the first two or three months the patronage was very slow, and the export flour business generally light."

"The expenses of the Bureau to May 1st, 1892, were \$1646.18, leaving a net cash balance of \$117.58, in addition to the \$352.50 guarantee fund, in the treasury."

The foregoing statement shows a very gratifying condition of the Tracing Bureau, organized, as it was, under rather adverse circumstances. We understand a number of accessions to its membership have been made since the report of its secretary was read at the meeting of the convention in Chicago and the month of June starts in with a largely increased volume of business. The fact that the transportation

lines know that some one is constantly watching these shipments, and that all delays will be reported to the shipper, must have a very salutary effect. The expense attending the tracing of these shipments is so trifling that every exporter stands in his own light who does not patronize the Bureau, unless he has some other efficient means of keeping track of his export shipments.

THE flouring mill owners of Rochester, N. Y., met at the rooms of the Chamber of Commerce, May 11th, and organized the Rochester Millers' Association. The officers are: President, H. M. Davis; Treasurer, A. R. Gorsline; Secretary, W. H. Duffett. The millers think that by working together they will be able to benefit themselves in several ways.

#### NATIONAL ASSOCIATION OF OPERATIVE MILLERS.

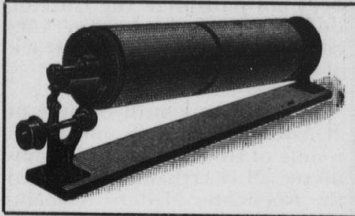
PURSUANT to the energetic agitation of W. M. Church of Indianapolis, Ind., a meeting of operative millers was held in that city, May 16th, for the purpose of forming a national organization. The response to the ofttime published call was very meager and the proceedings of the meeting were marked with a lack of enthusiasm and considerable hesitancy in its actions.

After the observance of the necessary formalities the chairman made a short speech, saying that the objects he had in view in urging the organization of operative millers were to classify them—for their mutual assurance and co-operation, and to establish such a beneficiary department as the body, when organized, might see fit. Such an organization should have an examining board and require applicants to pass an examination before being admitted to membership, and thereby encourage millers to better understand their trade for the sake of such membership. A committee, consisting of Nat Follet, Willis Dobson and J. H. Bragg, of Knightstown, and S. H. Moringo, of Amo, on constitution, was appointed by the chair. This committee reported back favorably on a constitution previously arranged by Mr. Church. The gentlemen in attendance attached their names to the constitution as charter members.

A motion was then passed to appoint a committee of five to reconsider the constitution, make changes etc., and call another convention when the work was done. A motion to have the constitution, when amended, printed in the leading milling papers was also passed. Three officers had been elected irregularly, and on motion their election was declared null and void. Mr. Dobson was then

# THE "PRINZ" IMPROVED COCKLE MACHINE

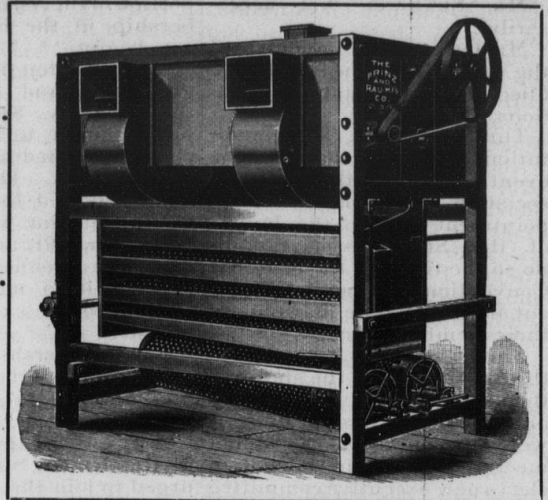
## An Immense SUCCESS



**23-Washburn-Crosby Co.-23**

MINNEAPOLIS, MINN.

*Runs 23 of our No. 3 Cockle Machines.*



"Prinz" Combined Separator and Cockle Machine

CAPACITY FROM 15 TO 200 BUSHELS PER HOUR.

We guarantee this machine to give better satisfaction than if each machine (Cockle Machine and Separator) is separate, and with less space and power.

On April 20, 1892, we shipped a full car-load of "Prinz" Improved Cockle Machines to Washburn-Crosby Co., Minneapolis, Minn., (eight No. 3, one No. 2, one No. 1) ordered through Willford & Northway Mfg. Co.

This is order No. 4, from Washburn-Crosby Co.

On April 19, 1890, we shipped the first order to them.

They had been using other machines before.

Keep in mind the "Prinz" machines are better than any.

WRITE FOR CIRCULAR AND PRICE LIST TO

# THE PRINZ & RAU MFG. CO.

659-663 E. Water St.,

MILWAUKEE, WIS.

elected as grand head miller and Mr. Pullinger as vice. Mr. Church, the chairman, was selected to fill the offices of secretary and treasurer. The meeting adjourned to meet again in this city at the call of the committee appointed to reconstruct the constitution.

#### PREAMBLE.

The object of this association is:

1. To create a broader fellowship among operative millers;
2. To be of mutual aid and assistance to worthy members;
3. To assist those of our members who need employment, and to aid employing millers in securing experienced and skillful workmen.
4. To exchange intelligence in matters affecting the practical operation of modern flour mills, and in all things to work together for that which tends to a higher efficiency and broader knowledge of the art of milling.

#### CALL.

The National Association of Operative Millers will meet in Indianapolis, Ind., on the 28th of June, 1892, to perfect their organization, adopt constitution, elect officers for the fiscal year, and transact other business of the association. It is desired that the millers of the several states will meet soon as convenient and choose a dele-

gate to the coming meeting, said delegate to become a charter member and will be deputized and empowered to organize their state into a state association, under the constitution of the N. A. of O. M.

WILLIS A. DOBSON,  
President.

WILLIAM M. CHURCH,  
Sec'y. and Treas.

#### THE PLANSIFTER.

(An interesting paper, prepared by Mr. Henry Gaehtler, which was to have been read before the Millers' National Association Convention in Chicago.)

**GENTLEMEN:**—I have been invited by the Secretary of your Association to read a paper about the Haggenmacher Plansifter, and I have accepted with pleasure.

I shall try to explain to you, gentlemen, the nature of this new Bolting machine, but I have to ask you to be forbearing, if I do not express myself as well as I should wish, as I am neither a miller nor a mill-builder, and the American language is not as familiar to me, as it is to you.

When Carl Haggenmacher, a practical miller of Budapest in Hungary, who is the inventor of this machine, went to work, his object was to construct a machine whose action would imitate as closely as possible, that of a sieve moved by hand, as his experience had shown

him that this was the best principle for sieving and bolting.

He had noticed, that if some chop were put on a handsieve and a gyrating motion given it, the heavier part of this chop, that is, the good and white particles, fall first to the bottom and through the sieve, and that the darker and less heavy parts, the bran and other impurities, are kept floating on the top.

That such is really the fact will be best seen if I demonstrate it on the frame, which I have brought here for that purpose.

You will observe that as soon as I swing it around, the light branny stuff has a tendency to come to the upper surface and after a few rounds you will find that all the bran is at the top, while the white and heavy parts are at the bottom.

Now, of course, if you feed a continuous stream of mill chop on an ordinary gyrating sieve, this chop would, unless you give it a pitch, simply describe a circle on the sieve, and, as it would not move away, the continuous feed would fill it up in a moment, and such a sieve could not therefore be used in an automatic mill.

Haggenmacher, therefore, tried to find the means to cause the material to travel, and after much study and experimenting he found a device which causes the stock

to travel automatically over horizontal and even ascending surfaces in any desired direction. Of course the gyrating sieve motion was known long ago, but Haggenmacher is the first man who made a gyrating sieve machine in which the stock to be sifted is made to travel forward and backward in any direction. He secured the patents in Hungary more than five years ago, and patents which have been granted to him in this country, were applied for about four years ago.

Allow me now, gentlemen, to explain and show you this device [see illustration on next page], which causes the stock to travel; you will surely find that it is ingenious enough to deserve your full attention.

If I put on this frame some stock and give it a gyrating motion, this stock will describe a circle on each revolution of the frame and will continually come back to its starting point (A). If, however, I place in the direction I want the stock to travel on the sieve, a longitudinal slat, provided with cross slats, the stock, instead of performing a full circle, will be allowed to perform the first part of this circle but will be prevented by this long slat and this cross slat from executing the second half of the circle. In other words the stock is, on each turn of the sieve, allowed to



perform the first part of the circle, which constitutes a forward movement, but is not permitted to perform the second part of the circle, which is a backward movement. In this manner the chop or stock started at (A) will, at the termination of the first round of the frame be at (B1), where a cross slat has prevented it from returning to the starting point (A) and this cross slat gives it a support to start from, on the next revolution of the frame. On the second round it will start at (B1) and again perform a half circle and arrive at (B2) where a second cross slat or check will intercept it. Here it has to wait again, till the next forward movement comes on and sends it to (B3) and so, in this manner, it will continue its way all along this channel.

Now if I desire to change the direction of the stock and to send it over a second channel of the sieve, I cut the longitudinal slat at the point where the change of direction is wanted. The grain no longer finding an obstacle at this point, will perform an entire circle and go around the end of the longitudinal slat, that is, it will go from (B7) to (C1) where a cross slat or check is placed in order to prevent the material from returning to (B7). From (C1) the gyrating motion will carry the stock in the described manner forward from slat to slat through all the channels of the sieve. It is in this way that Haggenmacher contrives to make the stock travel forward and backward on horizontal frames in any desired direction.

I have here a frame in which a part is provided with the Haggenmacher device, while the other part is without it. I put some stock upon it, give it a gyrating motion like this, and you see at once that in the part without the Haggenmacher device the stock does not go forward, while in the other channel, which has the Haggenmacher device the stock travels forward and backward as soon as I begin to move the frame.

Like most new machines, the Plansifter has not been perfect from the first day and great and many difficulties had to be conquered, before this machine reached the present state. Such were the difficulties that in some parts of Europe its success was doubtful for some time, but nearly five years have elapsed since the first Plansifter was put on the market and Haggenmacher's persevering work, coupled with his practical knowledge of milling, overcame all difficulties.

The main part of the plansifter consists of a chest, which is about 11 feet long, 4 feet wide and 16 inches high which contains 8 or 9 horizontal sieves or

frames. A crank imparts to it a circular gyrating motion in such a manner that each point of the chest and consequently of the sieves therein describe a perfect circle.

If we have to handle break stock, for instance, the first sieve would do the scalping, the second sieve would take off the coarse middlings, the third and fourth sieves would dress the flour, leaving the middlings, well dusted, to be graded on the fifth and last sieve. Under each of the last three sieves, there are bottom frames or carriers, provided with the propelling cross slats, described before, which have the object to send to the spouts the finished products of these sieves.

By putting in an appropriate series of sieves, the Plansifter scalps and grades the middlings ready for the purifier and finishes the flour ready for the packer all in one machine.

In order to prevent the sieves from clogging up, particularly when soft winter wheat is used, a small quantity of cleaned wheat is fed on the first flour sieve, through an opening at the top of the machine. This



wheat mixes with the stock to be sifted and, in going over the sieves, keep the cloth clean. From the first sieve the wheat goes on the second sieve, always mixed with the stock, and from there with the fine middlings on the last sieve. The end of this last sieve is closed with coarse wire cloth, No. 8 or 10, which lets pass the middlings into the spout, but the wheat, which is too large to fall through this wire cloth, tails over it and goes into an upright screw or conveyor, provided with cross slats, which, by the gyrating motion of the machine, sends this wheat right up to the first flour sieve again, where it mixes anew with the stock and goes over the sieves again, so that the same wheat is used over and over again and keeps continually circulating over the sieves. I have here such a screw elevator to demonstrate in what manner this wheat is brought from the lowest sieve to the top sieve.

This circulating wheat keeps the cloths clean under the most trying circumstances on the softest wheat or rye, and as it is mixed with the flour, the wheat does not wear the cloth. Now this wheat has another purpose; if you increase the

quantity of such cleaning wheat the sieves let fall more and sharper flour and by taking out some cleaning material, you can obtain as much difference in the work of the Plansifter, as if you clothed it with one or two numbers finer or coarser and the miller can make the flour sharper or finer and whiter, just as he desires, to such a degree that a cut-off can be dispensed with.

The Plansifter has an astonishing capacity. I could show you a machine, which handles the whole 6 breaks of a mill of more than 2,000 bbls. capacity and makes first-rate separations. The breaks are clean, all the middlings well dusted and the three different grades of flour obtained are sharp and pure. I could show you another machine which separates a reduction from bakers' stock and handles the products of seven rolls, and others with equally great capacity.

There are Plansifters running on all sorts of stock, on hard and soft wheat, also rye, and good results are obtained. The Plansifter does, according to circumstances, the work of six to ten

other machines, scalpers, reels or centrifugals.

In order to make the Plansifter suitable for smaller mills, it is divided up into 2, 3, 4, 5 or 6 compartments, each of which handles stock separately, so that, for instance, one Plansifter will bolt the three breaks and three different middlings reductions of a 100 to 150 bbls. mill.

Haggenmacher claims the following advantages for the Plansifter: Better work, that is, purer and at the same time sharper and better baking flour than any other bolting machine.

An extraordinary capacity for the breaks, as well as for the middlings, from the best to the lowest, a perfect success for bolting germs, bakers' and low grade stock.

The meshes of the cloth are kept perfectly clean, even when the softest material is being handled.

The whole machine notwithstanding its enormous capacity, takes less cloth than one of those old reels, and takes little room.

It saves power as only 1½ h.p. is required to drive it.

It saves a number of spouts and elevators and diminishes the fire risk.

The fact that in Europe there

are about 1,600 of these machines already running and that a great number of automatic as well as non-automatic mills use exclusively Plansifters for their whole bolting on all kinds of wheat, the fact that several leading American millers, after having seen the Plansifter at work, have secured license from the inventor and put them in their mills, and the fact that this machine is already being imitated, shows plainly enough that the Plansifter is not only a very interesting machine, but also a very useful one to improve the quantity and quality of flour.

## FIRES.

JAMES GARDINER's mill at Ames, N.Y. was burned May 20. Loss \$5,500; insurance \$2,600.

B. S. CAPLAN & Co.'s flour mill at Salisbury, N. C., recently burned. Loss \$4,000; insurance \$2,700.

RENTZ & PILATSKIE's mill at Egenville, Ont., was recently burned. Loss \$10,000; insurance \$6,000.

J. J. Plank & Sons' large roller mill at Pulaski, Ia., was burned May 20. Loss \$20,000; insurance light.

At Brown's Valley, Traverse Co., Minn., F. Dittie's roller mill was burned, May 31. Loss \$17,000; insurance \$5,000.

At Indianapolis, Ind., May 24, Jacob Ehrisman's flouring mill was burned. Loss, \$20,000; insurance \$8,000. The mill will not be rebuilt.

At La Fayette, Ind., May 28, the Big Four Milling Co.'s plant was entirely destroyed by fire, supposed to have been of incendiary origin. Loss, \$14,000; insurance, \$6,500. The mill was erected in 1841 and was built largely of walnut timbers.

At Spokane, Wash., May 23, the Echo roller mills, owned by Bravinder & Keats, and the oat-meal mill of Wadhams & Olney were destroyed by fire. The loss to the former amounted to \$90,000 and to the latter \$25,000. Insurance said to be light.

At Bellefonte, Pa., May 25, fire destroyed the flouring mill and grain warehouse of Garberick, Hale & Co. together with 250 barrels of flour and 40,000 bushels of grain. Considerable of the grain had been stored by farmers, on which there was no insurance. The loss of Garberick, Hale & Co., is about \$60,000; insurance \$27,000.

At Oswego, N. Y., on the night of May 20, fire, which started in the Washington mills, destroyed the following: The Washington mills and elevator, owned by Penfield, Lyon & Co.—loss \$125,000; insurance \$45,000. The Columbian mills and elevator, owned by the Jesse Hoyt estate, totally destroyed. The mill building was insured for \$29,750. The merchants' elevator, owned by the W. D. Smith estate, and was to have been transferred, May 21, to the New York, Ont. and Western R.R., totally destroyed; no insurance. The Marine elevator, owned by Thompson Kingsford, totally destroyed. Loss \$75,000, insurance \$40,000. In the building was 35,000 bushels of corn a quantity of barley and 45,000 bushels of malt. The malt was insured for \$45,000, the corn and barley for \$35,000. The Corn Exchange elevator, owned by J. H. Hankinson, totally destroyed. Insured. The Continental elevator, owned by the estates of W. P. Erwin and Delos DeWolf, totally destroyed. About 150,000 bushels of grain in the Northwestern elevator was damaged by water.

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VALUE TALKS LOUDER  
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PATCH,  
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**BUFFALO, N. Y., U. S. A.**

## CROWNING FEATURE

The Richmond  
Grain Cleaning Machinery  
and Dusters.

MARSHALL-KENNEDY MILLING CO.

Pittsburgh, Pa., June 9th, 1892.

RICHMOND MFG. CO., Lockport, N. Y.:

Gentlemen—We have now been running our new mill for six months, and during that time have given your line of cleaning machinery and Dusters particular attention, and are much pleased with them, viz.:

Two No. 6 Mill Separators;

Three No. 8 Horizontal Adjustable Scourers and Polishers, with revolving scouring cases;

Two No. 6 Niagara Upright Dusters.

Our head miller and superintendent, Mr. Thomas Sopher, makes special mention of the revolving case on the Scourers, which he considers the crowning feature of the machine, and makes their superiority apparent over any other cleaning apparatus we have ever used. We are using your line of cleaning machinery exclusively.

Very respectfully yours,

F. J. WEIXEL, Sec'y and Treas.

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For Parlor, Dining Room or Chamber. Office, Store, Cigar Stand or Saloon.  
PRICE, \$5.00  
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MILWAUKEE, JUNE, 1892.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

## Editorial.

### ANNUAL MEETING, MILLERS' NATIONAL ASSOCIATION.

WE have given considerable space to the report of this meeting held in Chicago on the 24th ult., in order that our readers may keep posted regarding its affairs, and the work being done. Although the session was a short one, the reports of the officers show that much business has been done and the interests of its members have not been slighted. All claims or complaints referred to the Executive Committee have received prompt attention and such action taken as the circumstances demanded.

Transportation matters and the reform Bill of Lading have been pressed with such vigor that a solution of the difficulties complained of seems near at hand.

In Patent matters, it looks to us that sharks, as a race, are far from being wiped out. What they lack in numbers, is made up by the "gall" with which they press their claims for infringement of patents that are not worth a "pinch of snuff." The demands of Russell, Lee, Detweiler, Benjamin and others, while seemingly ridiculous, are being pressed with the expectation that the defence will either tire or compromise, in which case a wide and profitable field is open to them—particularly if a compromise should be made with the Association for its members.

The report of Secretary Barry covering the work of the Millers'

Tracing Bureau shows up well for the short time it has been in operation, and it seems to have proven very satisfactory to its patrons.

The finances of the Association are in good shape, with sufficient funds on hand to furnish protection against any raids that may be made upon it in the way of claims for infringement of Dead-beat Patents. We are firm believers in organization, should sincerely regret to see the Association retired, and the only bulwark between the miller and the "sharks" removed.

The entire report of the proceedings will repay reading.

### J. H. RUSSELL AGAIN TO THE FRONT.

MR. RUSSELL has evidently found another "Moses" that is willing to undertake the job of leading him and his valuable (?) claims out of the wilderness, where they have been lying dormant, unthought of or unknown, for fifteen years or more. His suit against Kendall & Co., of Hartford, Wis., was evidently only the "flash light"—the true meteor being reserved for a later and more brilliant display of his courage and audacity, by attacking one of the largest milling firms in the State, Messrs. J. B. A. Kern & Son, of Milwaukee. As we understand, Mr. Russell's claim is based upon patent No. 133,898, issued to Geo. T. Smith, Dec. 10, 1872, for a Middlings Dresser or Purifier. The only claim reads as follows: CLAIM—"The brushes H H, when attached to an endless belt, chain, rope, or an equivalent for same and traveling in one direction on ways and around pulleys, as shown in combination with a reciprocating belt, substantially as set forth." This claim is only upon the automatic brush in combination with the reciprocating sieve, and does not include the upward blast of air. Although Smith secured a patent on this claim, it was never considered of any value by persons versed in the art of milling at the time this patent was issued. Nevertheless, a defence became just as necessary in a case of this kind as it does in one of more importance, and we presume that the Executive Committee of the National Association will follow the policy of its predecessors and defend the suit for Messrs. Kern & Sons.

THE Wisconsin Supreme Court is rapidly making history regarding the various phases of Mutual Fire Insurance Companies, the legal status of which have not heretofore been passed upon in the courts of this state. The first important case in this series is that of Rundle, et al., vs. Kennan, receiver, on appeal from the Superior Court of Milwaukee county, in an action brought by plaintiffs to wind up the affairs of the Manufacturers' Mutual Fire Insurance Company of Milwaukee, and is reported in 79 Wis. 492. In this case the Court held that cash policy holders, according to the statute under which this company was organized, were members of the company, and as such were liable for the losses and expenses of the company equally with mutual members, and must pay their just proportion of such indebtedness, and that although the annual premium was paid when the policy was issued, this would not exempt the insured from further liability to pay assessments. The second case was handed down during the present week, that of Atlas Paper Co. vs. Seamans, receiver, appellant, from the Superior Court of Milwaukee county, in an action brought by E. Sanderson Milling Co., of Milwaukee, for unearned premiums on both cash and mutual policies, the Court ordered the decision of the lower Court reversed and remanded with directions to dismiss the claim—in other words, the company being insolvent, had no right to assess its members to pay unearned premiums on either mutual or stock policies issued by it.

Several cases were also decided in suits brought by the receiver of the Oshkosh Mutual Fire Insurance Co., of Oshkosh, and the following points were settled by the Court:

1st. That a horizontal assessment of 40 per cent, levied by the directors of the company, was not an equitable assessment, not having been levied according to the liability of each member, therefore void.

2nd. The same question as raised in the case of Atlas Paper Co., vs. Seamans receiver, was also decided in the Oshkosh cases. The Oshkosh had been organized as a mutual

company only, but the Supreme Court says that it wandered very far from the plan under which it was organized, but this fact did not vitiate the business done by it, and therefore all policy holders are members thereof—that its premium notes are valid obligations, assessable to pay losses and expenses.

WE regret that circumstances were such that we were unable to accept the invitation to attend the 15th annual excursion of the St. Louis Millers and Flour Merchants, so kindly tendered. This annual jubilee is looked forward to by the St. Louis millers and their friends with as much interest as the small boy anticipates the pleasures of the 4th of July, knowing that he is to have a full holiday with plenty of fire works. Our experience on one of these excursions we look back upon as one of the most enjoyable days of our life time. The weather was just right, the ride down the river exhilarating; the banquet and lunch inviting, in short it was a perfect "outing" that tends to rejuvenate the man of business and make him realize that a day off on an excursion like this, is time well spent.

ARE YOU a manufacturer or agent for the sale of any thing required in the construction or operation of a flouring mill or grain elevator? Are you the owner or operator of a flouring mill, a flour or grain broker, a dealer in flour and millstuffs, an insurance company or agent therefor, in short, are you in any manner interested in the flour and grain trade? If you are, you certainly require a reliable list of addresses of those in the trade. There is but one published. It is very complete and thoroughly reliable. Send for Cawker's American Flour Mill and Elevator Directory for 1892-93. Price \$10.00 per copy, post-paid to any part of the world.

S. H. SEAMANS, Publisher,  
Milwaukee, Wis.

WE have been notified that the firm name of H. W. Caldwell & Son, general machinists, Chicago, has been changed to H. W. Caldwell & Son Company (incorporated). The business and management remains the same.

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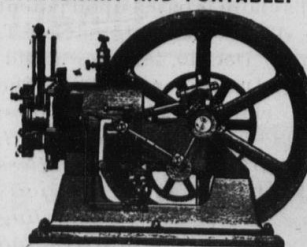
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For Grain Elevators, Flour Mills and for General Uses.  
STATIONARY AND PORTABLE.



JUST THE THING FOR GRAIN ELEVATORS.  
OFFICE OF WELLS BROTHERS,  
DEALERS IN LUMBER, GRAIN, COAL, ETC.  
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VANDUZEN GAS & GASOLINE ENGINE CO.,  
Gentlemen:—We have had our engine in use about eight months, and can unhesitatingly say, the longer we use it the better we like it. It is especially adapted to elevator work. By being able to set it to run any number of revolutions per minute, from one hundred to three hundred, it enables us to regulate the speed of our cleaner to suit all kinds and conditions of grain, better than can be done with cone pulleys. We do not have to hire any special help to run it, as we start it in the morning, and it will run itself till noon or night as we desire, using gasoline only in proportion to the work done, which is about one gallon to the indicated horse-power used in ten hours time. We can start it in a few minutes when everything is cold, and "last but not least," we are paying one and three-quarter per cent. insurance, and our competitor is paying three and one-quarter per cent. for the same work, except he uses steam. Very respectfully, WELLS BROS.  
Satisfaction guaranteed in every particular. For full particulars and prices address VANDUZEN GAS AND GASOLINE ENGINE CO., 21 Broadway, CINCINNATI, OHIO.

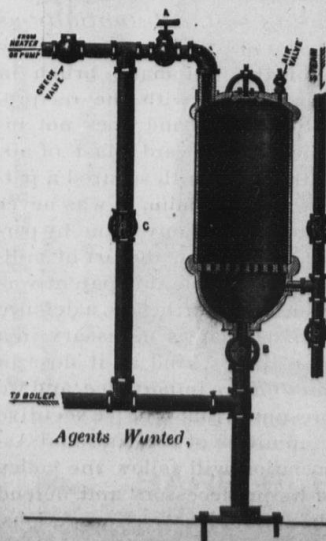
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Agents Wanted,



## Insurance.

### FIRE PROTECTION IN FLOURING MILLS.

(Paper read at the Millers' National Association Convention, by John G. Thomas, Contracting Engineer.)

THERE is one kind of loss to which a prosperous manufacturer is often subjected, which no system of insurance can provide against, nor for which he can be reimbursed, and that is, the interruption of trade caused by disastrous fires.

No matter what your insurance may be, you are necessarily exposed to the tender mercies of the adjusters, and though you could perform a modern miracle, and, camel-like, pass through the eye of the insurance needle, and be awarded all the insurance called for in your policies, yet the fact remains, you have lost the trade of an entire season, and when you resume, you learn that your competitors have been so full of the milk of human kindness in their dealings with your old customers, that it requires a hard campaign to reach the position where the fire found you.

During the years 1889, 1890 and 1891, very close to 800 flouring mills in the United States were destroyed by fire. The average property loss was about \$20,000 per mill, which would make a wiping out during the past three years of over \$16,000,000 in values, and in spite of all insurance theories, it means that this immense amount of money has been absolutely lost.

Certain fire insurance interests have become so thoroughly aroused on the question of "Fire Waste" and the depletion of their cash reserves, that it has been proposed to petition Congress to appoint a committee to consider the advisability of enacting some sort of legislation which will stop in some way this terrible drain upon our resources.

Many of our leading manufacturers, instead of troubling Uncle Sam, are doing everything in their power to protect themselves, and very few factories or mills are being constructed to-day, that do not have in their specifications, "To be equipped with all modern fire appliances, including automatic sprinklers." This brings me directly to my subject: *Fire Protection in Flouring Mills*, and as the automatic sprinkler is now recognized as the leading factor in all inside fire protection, I will confine my remarks particularly to this device.

A fire pail in the hands of a watchman that never sleeps, and which would dash its contents directly on a fire every eight seconds, would not be a

bad definition for an automatic sprinkler, with this difference in favor of the sprinkler, that notwithstanding the blinding and stifling smoke, and the deadly atmosphere, the water would still continue to drench the fire, and all this would occur as soon as the temperature at the ceiling of the room reached 200° Fahrenheit.

A fire pail may be considered as the elementary basis of all fire protection, and the reason I compare this sprinkler with the pail is, that many people have no adequate idea of the amount of water discharged by the full ½ inch opening, which is the standard size of nozzle adopted by all leading sprinkler manufacturers.

The word "sprinkler" does not in itself, denote a showering of 30 gallons of water per minute, and we can better appreciate the sprinkler device when we realize that 9 sprinkler heads under 70 lbs. pressure, would uniformly spread over a fire, as much water as a fire steamer would discharge through a 1½ inch nozzle.

The function of the sprinkler is, to put out a fire before it has reached the magnitude required to open ten or more sprinklers, and a leading sprinkler company reports thirty successful fires in this city, with an average of only three sprinklers per fire.

This average does not hold good for the country at large, because in the thirty Chicago fires, the sprinkler systems have been supplied by steam pressure tanks, which deliver the water with a pressure of 80 lbs. per square inch, whereas in many of the outside cities, the equipments are connected to gravity tanks which invariably furnish a very slight pressure on the top floor of a building.

Considerable prejudice exists in the minds of a great many millers, against the automatic sprinkler, and it is possible that some gentlemen present may have been persuaded to look unfavorably on what Mr. C. J. H. Woodbury, the great sprinkler expert, has termed, "One of the greatest economic inventions of the present century," not because you think that sprinklers cannot extinguish fires and save property, but because you are afraid of water damage to valuable stock.

There have been sprinklers put on the market that have given the manufacturers reason for serious fault finding, and the enemies of all sprinklers, both good and bad, have not been slow to use this terrible weapon in their endeavors to prevent millers and others, from adopting sprinkler protection. There are automatic sprinklers and automatic sprinklers; but the perfected types that are offered to the

manufacturer to-day, should not have to bear the sins of the sprinklers that were manufactured and sold six or eight years ago.

When you consider, gentlemen, that the large textile mills of the East have been the foremost champions of the automatic sprinkler and that these mills contain machinery, upon which, if you threw a bucket of water, you would incur a damage of many thousands of dollars, you may readily see how little ground there is for any apprehension on your part. Investigation into the actual losses caused by such water damage, discloses the fact, that even with the inferior sprinkler devices first thrust upon the market and covering a period of five or six years, out of six hundred and thirty establishments equipped with automatic sprinklers, both good and bad, only eighty-five report damage from this cause, and the actual loss was but \$2.56 per equipment each year. Had the modern type of sprinkler been installed, this loss would have been almost nothing, especially so, when you consider that many of the earlier equipments were unprovided with fire alarm gongs to indicate the opening of the sprinkler head. The better way for you, gentlemen, to satisfy yourselves on this point, would be to get a list of the flouring mills that have adopted sprinkler protection, and ascertain their actual experience.

What are the results of flouring mills fires under sprinkler systems? In this list I shall include oat meal mills and elevators. In seventeen fires, sprinklers did excellent service, in four fires, the mills were completely destroyed; 81 per cent saved, 19 per cent lost. Please notice the conditions of these four failures. In three, no water for the sprinklers, and the sprinkler has not yet reached that perfected state, where it can extinguish fire without water. The other failure occurred not from lack of water, but the mill was constructed with hollow walls into which sparks penetrated and the water from the sprinklers, which opened promptly, could not reach the fire, nor could the fire department.

You ask, what constitutes a model sprinkler equipment? To have a model sprinkler equipment would necessitate a model building and, unfortunately, all of the flouring mills in this country do not come up to this definition. A flouring mill full of spouts, legs and conveyors, is not the best hazard to show the saving qualities of the sprinklers.

Insurance companies, through their sprinkler experts, usually are willing to allow 100 square

feet for each sprinkler, but in a flouring mill, more sprinklers are required, and each head ought not to be expected to cover more than 70 square feet. Elevator heads must be protected, dangerous journals must not be lost sight of. An equipment in a flouring mill ought to be so constructed, that it would be impossible for a fire to get ten feet from the starting place without being surrounded by a shower of water from one or more sprinklers. In short, Mr. Edward Atkinson's definition or method of answering the question, how to locate sprinklers, is, first, be sure to place the sprinklers where you think a fire is going to occur, and when you come to that part of the mill where you think a fire cannot possibly happen, be sure to locate sprinklers there. Two sources of water are indispensable. All gate valves controlling the sprinkler equipment, should be of the indicator type, which, when wide open, exposes to view a plate upon which is marked the word "open" and when closed the word "shut."

A reliable automatic fire alarm service in connection with a flouring mill sprinkler equipment is of the greatest value. The location of the alarm gong is also an important matter. It is often advisable to have more than one gong, and by placing a gong in the engine room, in the head millers office, and in the main office a fire could hardly happen without some one paying attention to the alarm.

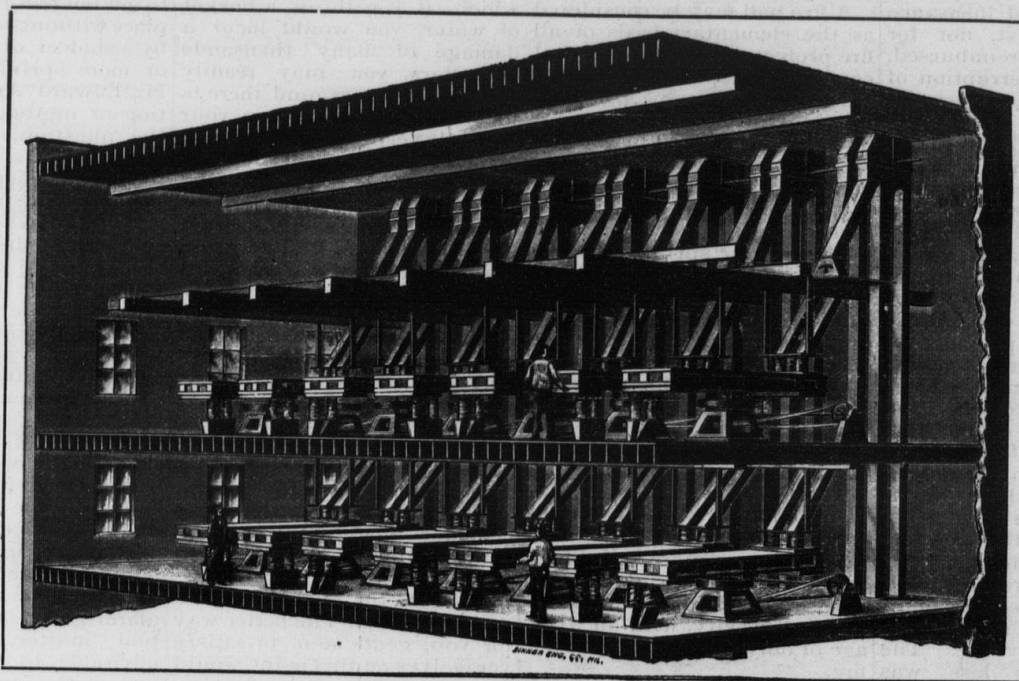
All the piping must be run so as to avoid all unnecessary turns and the larger tees and elbows should be what is known as the long turn or long bend pipe, thus allowing the water to reach the sprinklers with the least amount of friction.

Gentlemen, let us be wise, and do our part towards stopping this fire waste referred to in the beginning of my paper, but do not let us delude ourselves with the idea that the installation of a sprinkler equipment is a panacea for all the ills that come from the fire fiend, and, therefore, we need have no further anxiety or care as to the condition of our property. A sprinkler equipment is of use just in the proportion that it receives proper care. Like any other piece of machinery, it must have attention. There are some sprinkler equipments that have been so perfectly installed that probably less than an hour a month has been spent in taking care of them. There are conditions affecting other equipments that are sometimes beyond the power of sprinkler companies to contend with. A building may be so faulty in construction that the excessive vibration caused

# Automatic Sieve Machine

Fully covered by U. S. Letters of Patent No. 428,719. Issued May 27, 1890.

NOW USED IN THE MILL OF **FAIST, KRAUS & CO.,** MILWAUKEE, WIS.



**T**HE FAIST AUTOMATIC SIEVE CO. of Milwaukee have begun the manufacture of a new and novel Automatic Sieve Bolter and Separator for producing any grade of flour from the finest and purest, to the coarsest, cleaning up all grades in the most perfect manner.

As the result of four years of trial and experimenting by our Mr. Faist, we claim to have perfected a system far superior to any similar system in use either in Europe or now being introduced into this country. In fact we are satisfied it will revolutionize all bolting and separating systems now in use.

## WE CLAIM FOR THIS MACHINE THE FOLLOWING ADVANTAGES:

Sharper and more uniform flour.

Better and closer separations.

One machine will take the chop from any break of a 1,000-barrel mill.

It will bolt ten to twenty-five barrels of flour per hour from ground middlings.

It gives a larger yield of patent, and an improved grade of bakers.

It delivers break chop, coarse and fine middlings to purifier, and finished flour to packer, all from one machine.

Cloth is cleaned perfectly without inside conveyor, as in other machines.

A saving in power.

A saving in room.

A saving in light.

A saving in cost of insurance.

A saving in labor.

A saving in cost of building a mill.

In short, we give you five machines in one, capable of handling all the breaks from a 250-barrel mill, delivering the finished flour to packer, middlings to purifier (dusted completely), and offal to bin.

We extend to all millers a cordial invitation to visit our mill (Faist, Kraus & Co.), where fourteen of these machines have been in successful operation over a year. We solicit correspondence with millers contemplating changes in their mills

**Address, Faist Automatic Sieve Co., MILWAUKEE, WIS.**



by the machinery may necessitate a keener watch of the system, and more time in looking after it than in a building without such vibrations.

The main thing is to be sure that you have the requisite water pressure resting on the sprinklers constantly, and this can be very easily watched, as all systems are provided with pressure gauges showing what the actual pressure is. It is a very easy matter to have your watchman every night when he goes on duty, fill out a blank report, marking what the pressure is and also stating the condition of all the gate valves. It is always the unexpected that happens, especially is this so in the case of fires. The water supply should be so surely provided that no circumstances or combination of circumstances should cause a failure for one hour of the 365 days in each year.

A true measure of the value of automatic sprinklers, as a protection against fire is shown in the special circular number 41 issued by the Boston Manufacturers Mutual Insurance Company. All the fires in which this company has been interested for the past fifteen years are divided into two classes. The first class includes fires that have started in buildings equipped with automatic sprinklers; the second class, fires that have started in buildings equipped with fire hose, fire pumps, fire pails and chemicals or any other apparatus excepting the automatic sprinkler. Under the automatic sprinkler, 406 fires occurred, average loss per fire \$610.03. In buildings not equipped 1,196 fires, average loss per fire \$7,291.33, or putting it in another way, had the sprinklers been installed in the buildings where the 1196 fires took place and the same results had been met with—and this is a fair assumption—nearly \$8,000,000 would have been saved.

A prominent firm of New York insurance brokers started a separate department for risks equipped with automatic sprinklers. Two years experience showed that they had turned over to the stock companies \$118,592 in premiums. During the same period eleven fires occurred, and the total amount paid by the companies on the whole number of fires was \$257.00.

So satisfactory were these results, that a number of companies are now in operation insuring only sprinkled risks. The Western department of one of these combinations during the past fifteen months has sent to their Eastern home office, \$110,000 in premiums, and report thirty fires with the loss on the entire thirty of \$1,300. So marked have been the success of the companies

named above, that the old line companies are now forming Improvement Associations with a view of retaining, if possible, this desirable class of risks, and to-day, the compact managers of the North-west are listening to an address which is being delivered in this city, by an expert of the stock companies on the question of improved automatic sprinkler protection.

The reason I have referred to the insurance feature of the sprinkler is, that all underwriters should endeavor to have property made as safe as possible against destruction by fire, and then insure it at a fair rate.

Do not put in sprinklers or any other apparatus, because the insurance companies desire it, but do it because it is the duty of every manufacturer to protect himself, and in so doing, you will make an investment that will pay you better than even the money that you have wrapped up in your business.

## News.

THE TODD Milling Co., Dallas, Tex., has sold out.

ALLEN BROS. will erect a flouring mill at Sistersville, W. Va.

LEGAN BROS., millers of Charity, Mo., have dissolved partnership.

THE MARTINSVILLE (Ill.) MILLING Co., incorporated. Capital \$25,000.

SMOKER, SCHROCK & Co. are building a 50-barrel mill at Smithville, Pa.

FUHRMAN & MOUNT, millers at Canton, Ill., have dissolved partnership.

D. D. McMILLAN & Co. are building a 40,000-bushel elevator at Chillicothe, Tex.

PARKER & SON have established a 50-barrel roller flouring mill at Viola, Tenn.

MANBECK & NELSON, of Mifflintown, Pa., are building a 75-barrel roller mill.

CAMPBELL & STEVENS, millers at Chatham, Ont., are succeeded by N. H. Stevens.

CARROLL & LEAKE of Richmond, Ky., have completed their 100-barrel roller mill.

OLIN & JACKLIN, millers at Thief River Falls, Minn., have dissolved partnership.

THE DUNDEE (Yates Co. N. Y.) MILLING Co. has been incorporated. Capital stock \$8,000.

JOHNSON & LARSON, millers at Spencer Brook, Minn., have dissolved partnership.

CHURCH & SON, millers at Louisville, Wash., are succeeded by Church & Jewell.

BENNETT & WHEELER, millers at Lamberton, Minn., are succeeded by E. C. Wheeler & Co.

ASHTON BROS. of Columbia, Tenn., have increased the capacity of their mill to 125 barrels per day.

PRESTON & STATLER are building a 500-barrel flouring mill at Columbia Falls, Missoula Co. Minn.

A FLOURING mill has been located at Jolly, Clay Co., Texas, and work on the building will soon begin.

J. W. WILLARD, miller at Watford, Pa., has gone out of business, and is succeeded by D. Kinaman.

THE DIAMOND CROWN Milling Co. of Minnesota, Minn., will have a 75-

barrel mill in running order about Sept. 1.

THE E. GODDARD Flour Mill Co., of St. Louis, Mo., has filed articles of incorporation. Capital stock \$50,000.

THE MILAN MILLING Co. is building a 100-barrel flouring mill at Milan, Tenn. John Fuqua is president.

THE ALBERT LEA (MINN.) MILLING Co., intends to rebuild the plant which was burned May 19, immediately.

THE DAYTON Flouring Mill Co., has sold its property to the First National Bank of Dayton, Tenn., for \$12,000.

THE FRENCH LAKE MILLING Co. has been incorporated at French Lake, Wright Co., Minn. Capital stock, \$20,000.

W. W. WELCH of Hatborough, Pa., has purchased the Fulmer roller flour mills and will improve and operate same.

J. T. FLETCHER has purchased the flour mill at Lucinda, Clarion Co., Pa. He will remodel the mill and add new machinery.

WILLY & Co., of Appleton, Wis., have completed arrangements for building a 250-barrel flour mill, at that city, to cost \$40,000.

E. STRICKLER & SONS, of Lebanon, Pa., have completely remodeled their mills, and increased their capacity to 150 barrels a day.

H. F. FISCHER & SONS, owners of a large flouring mill and elevator at Corvallis, Ore., are building a 70,000-bushel warehouse at Peoria, Ore.

E. D. PIERSON is building a 60-bbl. roller mill at Ewart, Osceola County, Mich., and expects to have it in readiness for operation on the coming crop.

A NEW 500-barrel mill is to be built at Davenport, Ia., by the Riverside Milling Co., which has been recently organized with a capital stock of \$250,000.

THE CAMERON MILL & ELEVATOR Co., Cameron, Tex., has been incorporated by F. A. McLennan, F. A. McDonald and Wm. Cameron. Capital stock, \$300,000.

THE FORESMAN & KELSEY MILLING Co. is making extensive improvements in the mill at Flemington, Pa., and will increase the capacity to 150 barrels a day.

A LARGE force is at work at Chillicothe, Tex., on the McMillan elevator of 40,000 bushels capacity, and work will soon begin on the flouring mills to be operated in connection with it.

AT Fond du Lac, Wis., June 2, Eli Mead an employee of the O. S. Helmer & Co. flouring mill, was caught by a revolving shaft, while oiling some machinery, and was probably fatally injured.

THE SILVER LAKE ICE Co. is about to let contracts for the erection of a flouring mill adjoining their immense water power at West Bend, Wis. The mill will have a capacity of 100 barrels a day.

THE LIVINGSTON MILLING Co. has been incorporated at Livingston, Park Co., Mont. Capital stock \$20,000. Incorporators—Chas. Bowers, J. S. Thompson, F. A. Krieger, A. W. Miles and Geo. L. Casey.

DILLON & STROCK of Rock Falls, Ill., are succeeded by the Dillon Milling Co., which has been incorporated with a capital stock of \$30,000. The incorporators are W. M. Dillon, L. H. Dillon and Moses Dillon.

A PROJECT to erect a flour mill, of 3,000-barrels capacity, in the city of Philadelphia is being agitated. The new plant will be equipped to turn out both winter and spring wheat flours, for home and export trade.

THE ALBANY MILL Co. has been incorporated at Albany, Ky., and will continue the flouring business heretofore carried on by P. H. Hopkins & Co. The directors are P. H.

Hopkins, E. M. Grider and W. L. McDonald.

THE MILLING WORLD, Buffalo, announces that the publication business, carried on during the past 5 years by McFaul & Nolan, has become, since the beginning of May, the sole property of Thomas McFaul.

THE GILBERT-WAUGH MILLING Co. of Mansfield, O., has been incorporated. The officers are: President, F. A. Gilbert; Vice-president, J. M. Waugh; Secretary, D. D. Rowland; Treasurer and Manager, A. J. Gilbert.

THE DRESDEN MILLING COMPANY, of Dresden, O., has been placed in the hands of a receiver. It was not incorporated, but a partnership composed of F. H. Egbert, Jacob Walters, John Walters and William Snyder. They succeeded William A. Dill & Co., in January, 1888.

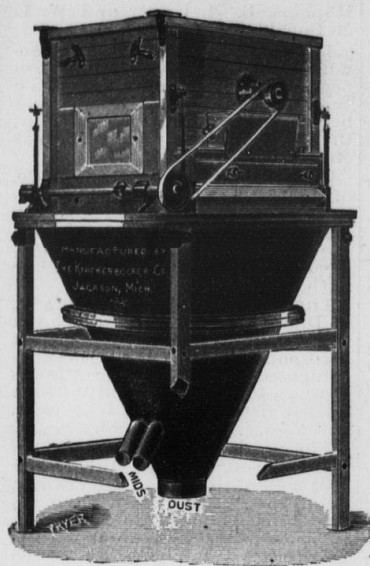
THE MOUNTAIN CITY MILL Co., of Chattanooga, and the Sweetwater Mill & Elevator Co., of Sweetwater, Tenn., have consolidated their interests, with C. P. Robertson as president. The combined companies have established a warehouse at No. 2 North Broad st., Atlanta, Ga., as a southern distributing point, with Mr. Robertson in charge.

THE contract for rebuilding the Moseley & Motley Milling Co.'s mill "B," has been let to the E. P. Allis Company of Milwaukee. The new mill will have a daily capacity of 450 barrels, and after its completion the company's two mills will have a daily capacity of 1,200 barrels. The "B" mill will be similar to the "A," except that late improvements in purifiers, wheels and graders will be introduced in the new plant.

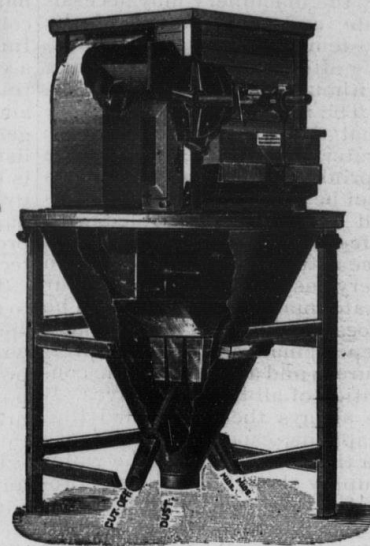
THE new flour mill of 1,000-barrel capacity, which has been reported as being under consideration by Philadelphia parties, is now said to be the result of the efforts of the Isaac Harter Milling Company of Fostoria, O., in conjunction with the jobbers and flour dealers of Philadelphia. The Harters have subscribed for over one half of the stock and an effort is being made to have the balance taken by Philadelphians interested in the trade.

AT Shakopee, Minn., May 29, Michael Sullivan, an engineer in L. Christian & Co.'s flour mill, was caught by a rapidly revolving shaft and his right arm nearly torn off just below the elbow. The hand was drawn back and the muscles torn away, leaving at least six inches of the forearm bones exposed. The humerus was also fractured. An effort to save the arm has been made and the bones were sawed off somewhat and holes bored through the edges and platinum wire used to bind them together. If the operation proves successful it will be a marvel of surgical ingenuity.

THE great wheat discrimination case between the Minneapolis Chamber of Commerce on the one hand and the Northwestern railroads on the other commenced, as was announced, at Minneapolis, May 25, in the federal Court building, before the Inter-State Commerce Commission represented by Commissioners W. R. Morrison of Illinois and James W. McDill of Iowa. Britton & Brown of Washington and Flannery & Cook of Minneapolis had the case in hand for the Chamber of Commerce, while on the other side are the legal representatives of the various railroads. May 27, when the Chamber of Commerce had put in all its evidence, the attorneys for the railroads said they did not care, at the present time, to present their side of the case. They would review the testimony and submit depositions later. It seems this is a right they have in cases of this sort. The hearing will be continued at the earliest possible day, before the full Commission sitting at Washington.



# Hott Dustless Purifier.

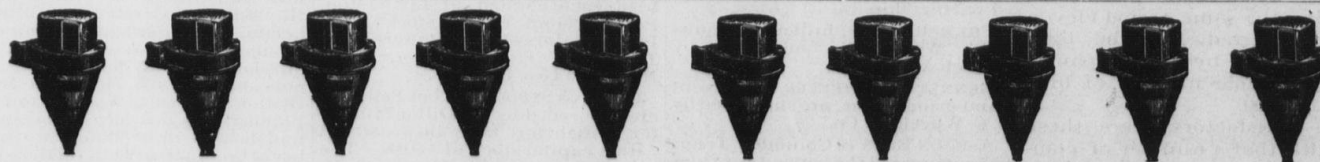


*A few extracts from letters received tell the story:*

- "Have no complaint of my flour where I used to have considerable."
- "Our middlings are much better than we had from a . . . . Machine."
- "Less power and absolutely no waste."
- "They remove fluff that no sieve purifier in existence can."
- "Dry and free from impurities."
- "Using them as a full system."
- "Superior to any purifiers we have seen."
- "The machine is all we could desire."
- "Lessens the fire risk."
- "Entirely satisfactory."
- "Stronger and whiter flour."
- "Saving in room."
- "Please find enclosed check for purifier."
- "Useful in every mill."
- "Run day and night and give no trouble."
- "It has no equal."
- "Fully up to your guarantee."
- "I am more than pleased with it."
- "Every mill should have them."
- "Raised our grades of good flour and reduced our low grade."



**The Cyclone Dust Collector, known and used all over the world.**



SEND FOR CIRCULARS, PRICE LIST, ETC., TO

# THE KNICKERBOCKER CO.

## JACKSON, MICH.



## Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

## OUR LONDON LETTER.

**The Markets and Prices.**—Withdrawal of the Prohibition Against Export of Breadstuff From Russia Now Stored at Points of Accumulation.—2,200,000 Rubles to be Expended on Erecting Elevators.—Grading of Russian wheat.—Unemployed Labor of the Trades Unions Increasing.—Destruction of Large Grain Warehouse in France.

**S**TILL another month has passed and we find ourselves in the same position—if not worse as regards the corn trade. Values have certainly declined and the failures in Mark Lane and Liverpool, although they have not been serious, have, as such events do on an unsteady market, created a very uneasy feeling. The weather during the last half of the month of May, was everything that could be desired for the growing cereal crops, although the first fourteen days of the month saw the weather excessively dry with ungenial winds. To-day on Mark Lane market—some sellers said on account of the near approach of the Whitsuntide holidays—the appearance was very depressing and business was hard to manage. Wheat and flour being both cheaper. A lot of No. 1 Northern Spring American ex-ship, was sold at 34s. 6d. per quarter of 496 lbs. The price of English flour ranged from 22s. to 30s. 6d. per 280 lbs., and American flour was quoted as follows:—Patents, 27s. to 29s. 6d.; superior bakers' 24s. to 25s.; first bakers' 22s. 6d. to 23s. 6d.; and second bakers' 20s. to 21s. 6d. per 280 lbs. ex-store. Better prices should be "in sight" by now, but even this low level of prices will not tempt buyers, and it is a question if they are not correct in holding off.

The Ukase, authorizing the withdrawal of the prohibition against the export of maize and oats, was signed by the Russian Emperor on the 12th of May, and was published in the *Official Gazette* on the following day. The prohibition against the export of maize is entirely rescinded, but as regards oats permission is only given to export the present stocks stored at Archangel, Libau, Reval and Riga. While on Russia, it may be as well to mention, that in order to afford further relief to the inhabitants of the famine-stricken districts—which is about a quarter of the whole of European Russia, it has been decided to expend a farther sum of 2,200,000 roubles in erecting a number of grain elevators in those districts. I am informed that they are to be chiefly distributed along the lines of Sizraviazem, Orenburg, Samara-Zlatoustoff, Orloff-Griaze, Moscow-Koursk, Koursk-Kharkoff-Azoff, and Griaze-Tsaritsin railways. There are to be 22 erected on the Sizraviazem Railway, with capacities varying from 20 to 200 wagon-loads of grain; 3 on the Orenburg Railway, of which two will hold 100 wagon-loads; 4 on the Samara-Zlatoustoff Railway, the largest of which is to hold 70 loads; 6 on the Orloff-Griaze Railway, with capacities between 20 and 100 loads; 3 on the Moscow-Koursk line, holding 30, 70, and 100 wagon-loads; 2 on the Koursk-Kharkoff-Azoff line, holding 40 and 100 wagon loads; and one at a Tokarevka, on the Griaze-Tsaritsin line, holding 150 wagon-loads. Thus there are to be 41 new elevators in all throughout the famine districts. It is also proposed to construct depôts at 14 of the chief grain transporting stations outside

the famine area; three of these will be capable of storing 300,000 poods, and the remaining eleven, 280,000 poods of grain each; and they are also to be furnished with the necessary apparatus for transporting, cleaning and sorting. With a view of ascertaining the ideas of Italy, France and England, as to the best means of sorting and grading the different varieties of Russian wheat, so that they may realize the values quoted for American grain of corresponding quality. M. Koslovsky of the Russian Ministry of Finance and an Acting Councillor of State, has visited these countries and placed the ideas of the Russian Government, which is to grade the wheat, according to the quantity of impurities and according to color and strength, before the corn merchants and millers in the respective countries. Italy and France are greatly in favor of having the wheat properly sorted and the English millers will thoroughly discuss the proposals of the Russian Government the week after next at their convention at Gloucester.

Willie Edgar of the *Northwestern Miller*, was on Mark Lane Corn Exchange two days of last month on his way home from the famine districts of Russia. Willie held forth to a small crowd on market, and put before them the terrible suffering he had seen, bringing home his depiction with samples of "hunger bread." It may seem strange to a good many people how one section, about a quarter of the whole of Russia in Europe, of the Empire can be so stricken with famine and its inhabitants dying with starvation, and another section containing so much grain that it is heaped up in the open air on account of not having sufficient warehouse room and rotting on the ground. But it will be easily understood when one looks at the map of Russia and remembers how little developed the railways really are as compared with the vastness of the Empire; that in some cases it takes nearly a year to travel from one part to another with the merchandise, even if you take the advantage of the railways when you reach them. Russia with a better railway system would be a happy country, but now it must be compared to China, although happily not so badly off, for in China 40,000,000 people are affected by famine every year and a large portion die of starvation.

At the convention of the British and Irish Millers to be held at Gloucester on the 14, 15, 16 and 17 inst., two papers will be read. One entitled "Testing for Gluten" by Dr. J. Barker Smith, L. R. C. P., London, and the second by Mr. J. Emerson Dawson, C. E., entitled "Gas Power." The convention on account of its attractiveness in excursions promises to be the largest ever held and a great deal of credit is due to the chairman of the local committee Mr. James Platt, C. E., the mayor of Gloucester. The general elections are affecting trade somewhat although it must be admitted that trade without them would be very unsatisfactory as a whole. The fact is England is passing through a critical time and it lies with the labor party whether it is for good or bad. From the returns made by nineteen trade unions, representing skilled labor to the Board of Trade, they show a total membership of 255,114 and of these 13,856 are out of work. Several important trades show signs of falling off, pattern makers, iron foundries and shipbuilders especially being in much less demand than for some years past. The proportion of unemployed one year ago was but 2.69 where as now the percentage is 5.4.

The Daily Graphic of this morning's date gives the following particulars of the burning of the Darblay granaries at Corbeil,

France. The destructive fire in the Darblay granaries at Corbeil, in the department of Seine-et-Oise, caused the loss of four lives, besides injuring more or less seriously thirty people. The fire seems to have been caused by an explosion in the wheat-dust chamber, the dust-laden air blazing up when a workman lighted his lamp. The mills and granaries at Corbeil form one of the most important establishments of the kind in France. They comprise a huge building, 200 meters long and seven stories high. The explosion in the dust-chamber brought about the collapse of the two upper stories of the granaries, and then the ruins took fire. The flames spread with startling rapidity, and three blocks of the building were soon ablaze. Then they spread further until the whole range was on fire. It was with the greatest difficulty that the steam mills close by, for the supply of which the granaries were erected, were saved. The conflagration was seen from great distances, fire-engines being turned out and hurrying up to the scene from Versailles and even distant Melun, while a special train was despatched to Corbeil from Paris with two steam fire-engines on trucks. The granaries contained 70,000 hundredweights of wheat, which burnt fiercely.

X. Y. Z.

LONDON, Eng., June 3, 1892.

## OUR BUFFALO LETTER.

**Alien Canadians hunted out**—The Political Excitement or Urban vs. James—Consolidation of Milling Interests—No. 1 Northern gets a Black Eye from failing to pass inspection—The Floating Elevator vs. Elevating Association—Personals—The Flour and Grain Markets—"Steve" Sherman goes to Auburn Penitentiary—Corn from Toledo heating—Large Increase in Receipts of Flour and Wheat.

**T**HE way Inspector De Berry is disposing of the alien Canadians surprises the government officials in this city. It was expected that he would drop the business after making a fluster or two but this efficient official keeps up the war. Hunting them out seems to be a pleasure and when he has found, one his cup of happiness is filled. The delight he feels in escorting one of these barnacles to the border is only heightened by the abuse he receives from the victim. The worst sufferers are vessel men who get this cheap labor, but there have been several investigations in our mills which resulted in making good American citizens of two or three Canadians employed.

The political caldron is simmering and the members who are in the circle departed among the first clans for Minneapolis. President Scatcherd and George Urban headed the Republican delegates. A few weeks hence A. R. James, late president of the Millers' National Association and banker Sandrock will be the heavy weights to represent the democratic host in favor of "our Grover." And it will be Grover too if James' word can settle it. Grover will win this trip.

Mr. H. F. Shuttleworth of the Banner Milling Company is about to marry the accomplished daughter of Mr. C. W. Newman of the Akron Mills. Here is a consolidation of milling interests.

The failure of No. 1 Northern to grade in New York is no surprise to Buffalo grain dealers, some of the stuff that passed through here without being inspected was far below what Inspector Ball would accept as anything above No. 2 Northern. There is of course the usual talk of mixing at Buffalo but even if this were so, the only parties responsible are the owners in New York. A lot of damp No. 2 Northern has been on the market for sev-

eral days at prices 2 cents below the regular authorized article. It is a dead lot and would not sell at 5 cents under the market. This of course will go to New York and sell there by sample.

The harbor master took a hitch on the Cyclone floating elevator and towed it out of the way of passing vessels. This brought down the canal scalpers' wrath and the howl caused its return to the old stand where it has continued in business ever since. The scalper claims he can get the service of the Cyclone at 3c. less than the elevating association will take it and that this saves the grain from going by rail. The floater is a nuisance in the creek and has no business there but at the same time there is considerable truth in the charge that the elevators are rebating the elevating rate to shippers for the privilege of sending the grain by rail. Next year we shall either have no elevating association or no canal. The owner of the Cyclone is C. J. Mann, who built the first floater 20 years ago and has since taken \$250,000 out of the pockets of the elevator monopoly. He is a fighter but has been sick for some time and may not push the present battle to a finish. Now is the time for these loud-mouthed canal forwards to buy up this floater and add the other dozen of idle ones in the association to it, and break up the combination they have for years threatened. It will not work; nothing can save the canal except a change from the present slow and expensive horse power to electricity or steam and the state must furnish this fee to the boatmen.

A few "personals" are in order here:

Mr. Riley Pratt went home last week to "see the folks."

M. Frederick Truscott has moved to his potato patch on the lake-shore.

Mr. Seymour of Waters & Seymour, is trout fishing.

Mr. S. W. Yantis has returned to us from Chicago and formed a co-partnership with Coon. Coon & Yantis is the new style.

Crittenden & Summers are working up a fine trade in this market. The head of the firm is a cool, calculating, experienced grain dealer and with the young man to do the rushing the house has a combine hard to compete with.

Mr. Daniels of Sawyer & Co., is on his way to Buffalo from his European trip of six months. Every member of the Exchange will be glad to meet him. Mr. Daniels has a happy faculty of making friends—true friends.

Mr. Frye of Rochester, has been in town several times during the past two weeks. He has, it is understood, secured the agencies from corn firms in Chicago for the sale of grain.

The demand for flour has shown a steady increase during the past 2 weeks especially for patents and owing to the advance in wheat, millers were compelled to put up prices. Spring patents are selling at \$5.05@5.15 with winters up to \$4.85@5.00. Rye has sold off steadily and I learn of the purchase of a lot at \$1.00 claimed to be a rather choice article. Local millers, however, say they are getting \$4.50@4.60 although not grinding now.

Not a miller in Buffalo can boast of making a clear winter wheat flour now and the country millers are all mixing a littlespring. The Thompson mill at Lockport is taking more spring wheat than ever and the Newman mill at Akron, N. Y., is also on the list as better customers for spring than winter wheat. It begins to look as if winter wheat flour is played out and well it might for the price of this wheat is altogether too high. While hard wheat advanced 5 cents in this market winter has not budged, all attempts to



push it above 94 or 95 cents proving failures.

W. P. Andrews is working up an excellent trade for Newman's "Akron Falls" and "White Fawn" brands. Andrews is the best posted traveling man on markets now on the road.

"Steve" Sherman was sent for and came to Buffalo and is now in Auburn prison, serving a sentence of 5 years for grain larceny. The court of appeals having affirmed the decision of the lower courts. He thinks he will get out after serving about three years but this is doubtful. This conviction was for stealing 8000 bushels of wheat and something like 300,000 bushels have disappeared from the elevators of which he was manager. No "Steve," you have yet a hard row to hoe as there are at least 10 other counts against you and the present one, as you admitted, was the weakest of the lot. If there was only some way of getting his brother across the river from Canada it would please the owners of the old associated elevators mightily.

The complaints of shortages in lake cargos are surprisingly small at present. Duluth is probably paying more attention to its scales. There is no way in getting around honest Junius S. Smith, the Buffalo weighmaster. He has been too long in the business.

Ryan's elevator will be ready for business in a week and that enterprising genius is now making a tour of the big shipping points. He will cut elevating rates shockingly in order to get the handling of a cargo or two, to show receivers that his new enterprise is a success. Mr. Daniel Newhall has accepted the chairmanship of the inspection committee in place of Mr. E. W. Eames resigned.

The story of the persistency of a Rochester corn factor, well known in Buffalo, caused no little amusement on change last week. It is said that having a car load to sell he presented himself at the office of one of the mills and during his talk made certain impertinent remarks which the miller resented by kicking him out of the door and locking it. The miller's astonishment may be imagined when the same individual appeared before him a moment later, having gained an entrance by the back way. The miller was so dumbfounded at the audacity of the chap that he actually took the sample when offered to him, wrote out a check for the corn, without saying a word and it is said was speechless for a week thereafter. Such is the life of a Rochester miller.

The call of the last meeting of canal forwarders held in Buffalo a week ago if printed in the papers here would have had the usual result viz: to make those inclined to attend such a gathering refuse to do so. It is so characteristic of the agitator that I will give it, hoping that in the future a wiser head will pen those documents as I believe the elevator management will listen to reason and will never be driven to it. This is it:

#### THE ERIE CANAL AUDACIOUSLY ROBBED OF ITS GRAIN TRADE

"Through railroad manipulation of grain elevators.

Laws and court decisions daily ignored.

A matter of vital interest to individual vessel owners, canal boat owners, forwarders, insurance companies, tug owners, grain scoopers and dock laborers."

This sort of language is liable to create riots but will never persuade the association to do the right thing.

A large amount of Toledo corn has been sold here at very cheap prices, but like nearly all the corn

from that port, it commenced to heat on arrival and lost money for the purchasers before it was disposed of.

Poor, half-dead Oswego has now lost her elevators. They were of little good since the McKinley bill went into operation, but still helped to give the town an appearance of business. The New York, Ontario & Western road is talking of rebuilding one of these elevators.

The new flour warehouse of the Erie is completed.

The receipts of flour since the opening of navigation were 2,102,000 barrels against 1,109,000 for the same time last year. This is an enormous increase and shows the great development of the Northwest in the manufacture of flour as well as the cheapness of the water against the rail route.

The receipts of grain by lake were 29,500,000 bushels against 16,100,000 last year.

Shipments by canal show a marked falling off from last year, standing as it does 4,100,000 against 5,100,000.

The railroads have carried of the bulk of the receipts and in increased proportions. The total taken by rail since the opening of navigation being 9,250,000 against 7,340,000 last year.

The Merchants Exchange trustees adjourned until next September without doing any business of importance at their last meeting.

My predictions of cheaper Duluth wheat than has ever been seen in this market are nearly verified. The short interest in the Chicago wheat market was "out" on the 10th of June and prices dropped 5 cents before Saturday. This gives us No. 1 hard wheat at 88 cents and No. 1 Northern at 84 cents spot. The distance from that price to 78½ the lowest No. 1 Northern has ever sold for here is very slight considering the immense amount of wheat yet in farmers hands and which will come forward during the next 2 months.

I have no faith in wheat but think corn and oats are good property to have on hand for the next two months.

From my reliable correspondent in Winona I have received the latest reports of the wheat outlook and they are indeed glorious. A generally increased acreage of wheat and barley in most excellent condition except in isolated patches on low land where slight rust is visible. Just enough rain to keep the plant growing. It is only those small patches that the bulls are working on.

BUFFALO.

BUFFALO, N. Y., June 13, 1892.

#### OUR NEW YORK LETTER.

The Crop Out-Look.—Stocks on the Other Side, and Financial Troubles There.—Carriers Refusing to Carry Wheat Through the Hot Weather.—Improved Trade Demand for Flour.—Demanding More for Patents to Make Up Losses On Bakers Extras.—Another City Mill War.

WE have had nothing but weather markets for more than a month past; and we have not only had too much of it, but we are having it still.

Sunshine and rain, or rain and sunshine, are the only influences now on which the Bulls and Bears depend to work the markets.

Crop reports are a secondary matter and come too late for the speculator, being the results of rain and sun, for which he cannot wait, but must have the causes, and as soon as they transpire. Hence the weather maps and indications have never been studied so closely as they have this year, although crop reports possess a certain value still, as a sort of history of the effects of previous controlling climatic conditions, by which the preceding weather reports are

verified or contradicted. In this respect the crop reports of the past week have had more influence on prices, as those from Ohio, Iowa and Michigan came first, showed that there had been more injuring to the crops of these states, than expected, or rather that the condition was lower than had been supposed, as well as under that of the former reports. This and renewed rains and floods in the West, coming together, gave the Bulls the whip with which they drove the shorts in along the whole line of markets, and even compelled the Ursa Major Pardridge of Chicago, to come off his perch from which he had been supplying all demands except for cash stuff, for the past three months or more. But since this harvest of short scalps, which was quite abundant, crop reports have been running the other way, headed by that of Missouri, showing considerable improvement over a month ago, or in the condition on June 1st in that state as well as in Kansas, while still later private and press reports have shown a general improvement, since June 1st, excepting those of the *Cincinnati Price Current* of this week, which were not so favorable, and foreshadowed an unfavorable government crop report, in anticipation of which, there was an attempt to bull the markets. But better weather West, and realizing by those who had loaded up for an advance, overcame the improvement, and, with rains in Europe, where dry weather had hitherto prevailed as a rule, prices fell back along the whole line, aided by the heavy bank failure in London, which depressed foreign markets, together with heavy stocks and arrivals, both on the Continent and in the United Kingdom.

As a whole therefore, the crops of the world promise more favorably than a month ago, in spite of the unparalleled bad weather we have had in this country, for the greater part of that period. Regarding the London financial troubles and their probable effect on the grain market, it is significant, that they were caused by the decline in silver held by banks doing business with India, largely, where exports of wheat have been enormously stimulated by this same unprecedentedly low price of silver, by reason of which she is able to undersell gold standard grain exporting countries, in the markets of Europe, and yet realize as much, or more, for her wheat at home, as before. Could this silver mill stone be taken off the neck of American wheat growers, by the coming International Bi-Metallic Conference, it would be of more advantage to American farmers, than all the free silver this country could coin and pile up in its treasury vaults, in the next decade; for by so much as silver declines does the Indian farmer receive more for his wheat, other things being equal, while in the same proportion does our farmer receive less, as we are the great silver producing country of the world, and, by stimulating its over production here, are furnishing Europe with the cudgel to beat our agricultural interests into the ground, while building up her colonies and other silver consuming countries throughout both the Northern and Southern hemispheres of the world.

Referring to the special article on wheat culture, sent you last month, in which the discount on No. 1 Northern spring wheat in this market was explained, the result is now seen in the arrival of a considerable amount of that grade of wheat from Duluth, that will not take grade here to go "into store", while there have been rejections by shippers on contract, though most of them have been compelled to take our Inspectors certificate "out of store" for "steamer shipment",

after the wheat had been blown and screened. But the chief carriers here have refused to carry it through hot weather and have delivered what they held on contracts for June delivery, and let their money at 2 per cent on call, rather than run the risk of grade getting out of condition, as it now constitutes the bulk of our contract grade, since No. 2 Red is still at 7c premium over July, while No. 1 Northern is ¼¢ under the same month, although it once commanded a premium over No. 2 Red. Here is a state of things that Northwestern wheat growers and dealers will save money by recognizing, before the quality of their chief grade deteriorates still further and loses the fine reputation it has hitherto sustained among the millers of this country and of Great Britain.

Flour has at last begun "to feel the thrill of life along its hitherto unimpressable keel", and to sympathize with wheat, after months of dogged refusal on the part of our jobbers to buy anything faster than wanted for actual use by the city bakers, for the sufficient reason, that every they have "come in" and "stocked up" on this crop, they have been able to replace them at lower figures before they were used up. During the last week however, several of the larger jobbers have followed the example of Swezey, noted in last letter, and have begun to stock up, both with Winter Straights and Spring Patents, till millers West have advanced prices of both and maintained them, even after the bulge in wheat that started the buying of flour, had collapsed. This change in the temper of the trade is attributed to the belief that the next crop of wheat will be short, if not inferior in quality to the last, and that present prices are as low, if not lower than the level of next crop will be, and hence are willing to go into the new crop year with larger stocks of old flour than they have carried since the short crop year of 1889-90. In the last week there have been the old time 2000 to 5000 bbl. lines taken by jobbers and the same prices bid for more, ranging from \$4.75 to \$4.90, for standard to fancy Minneapolis brands, and from \$4.45 to \$4.55 for straight winters, in each of which more has been done in the last week than in the whole month before. But other grades of springs and winters have refused to follow, though sold a little more freely at former prices, though Bakers' Extra Springs were active for a day or two at \$3.70@3.75, but when advanced to \$3.80@3.90, the trade refused to buy, though willing to pay the 10@15c advance on Spring Patents, which millers insist they must get to make up their losses on their Bakers Extras, which are wanted neither here nor abroad, except at unusually low prices, since the "80 per cent Patent" craze has left little body or strength in their old time favorite trade and export Bakers' Spring Wheat Extras. There has been a little export inquiry for these, however, at \$3.25@3.50 here, or 21s.6d. @ 22s. c. i. f. U. K., and at 27s.6d. @ 28s. for Patent Springs. But Spring Fines at \$1.85@1.90, have been about all wanted for export except city mills clears for the West Indies, which have been active since the city mill war was renewed by Hecker putting the price from \$4.50 to \$4.25 about three weeks ago, since when he has placed over 60,000 bbls. at that price, while Jewell has held at \$4.50, and supplied his regular trade at that, with other mills all the way from \$4.25 to \$4.50, while city blended Patents have been selling at \$4.75 to \$4.90 to the city trade, but are now held at \$4.90@5.15. Rye flour has at last been firmer and more active also at \$4.00@4.15, and are now held at \$4.10@4.25 and selling



fairly. Other grades of flour are a shade firmer than a month ago, but not much higher, except no grade and Fine Springs, which have been cleaned up by Grinnell, Minturn & Co. for feeding purposes for the English markets. Mill feed has been dragging at 70c per 40, 60 and 80 lbs., though forced sales were made at 65c and jobbing at 75c at the close. The flour market was dull again to-day, buyers holding off on the break in wheat, caused by news, and of a favorable Government Report this P. M., following the Kansas State Report to-day, showing 7% gain on a month ago, or 90% condition in that state. This and rumors of another East Indian bank failure in London to-day gave a very bearish close to markets, aided by better weather West.

NEW YORK.

NEW YORK, June 13, 1892.

**MACHINERY WANTED.**

EDITOR UNITED STATES MILLER:

Dear Sir—Can you give us the names of parties who advertise in your paper, and from whom we could purchase machinery for grinding and crushing phosphate and fertilizer material. Also machinery for grinding in rice chaff. Also grain crushers and hay cutters. The latter we want both hand and steam power. Yours very truly,

THE PAINE FERTILIZER CO.,  
50 West Bay st., Jacksonville, Fla.

Publisher UNITED STATES MILLER.

Dear Sir—We are now building a 2,500-bbl. mill plant at Estill Springs, on the water power of Elk river. The building will be 552 ft. long, 54 ft. wide, 125 ft. high, with side tracks on both sides. We are immediately on the trunk line of the N. & C. & St. L. R. R., half way between Nashville and Chattanooga. Our elevator will have 510,000 bushels capacity. Our warehouse will store 30,000 bbls. of flour. We are trying to eclipse any mill plant that has ever been built. It will be equipped with all modern conveniences, passenger and freight elevators, electric lights, automatic sprinklers, water standpipes, &c. &c.

Respectfully,  
E. T. NOEL,  
for Noel Mill Co.

Estill, Tenn., May 24, 1892.

Publisher UNITED STATES MILLER.  
Milwaukee, Wis.,

Dear Sir—I bought the mill that was built here 6 years ago, and am now taking out the buhrs and putting in a Barnard & Leas's system; capacity 75 bbls. per day. I expect to have the best mill in southern Iowa. The mill house is 40 x 54 ft., two stories above the basement. My power is steam. I expect to be ready for work in six weeks.

Yours respectfully, R. BUSSING.  
Corning, Ia., May 17, 1892.**TRADE NOTES.**

THE SUPERLATIVE PURIFIER MFG. Co. of Milwaukee, have just furnished C. T. Hanna, Pittsburg, Pa., 2 Purifiers, and have an order for a third one for the same party.

H. J. DEAL, of Bucyrus, O., the well-known specialty man, has made arrangements with the Cockle Separator Mfg. Co. of Milwaukee, to represent them in Indiana, Ohio and Michigan.

THE SUPERLATIVE PURIFIER MFG. Co. of Milwaukee, Wis., have orders for New Era Scalpers to be shipped to Des Moines Mfg. & Supply Co., Des Moines, Ia.; Williams & Groat, Portland,

Or.; R.C. Stone, Springfield, Mo.; Sedan Milling Co., Sedan, Kas.; Sampson Brass, Strafford, Mo.; Muskogee Roller Mill, Co., Muskogee, Ind. Ter.

THORNBURGH & GLESSNER, Chicago, manufacturers of mill and elevator supplies have changed the firm name to the Thornburgh Mfg. Co. No change has been made in the business management.

THE COCKLE SEPARATOR MFG. Co. of Milwaukee have made recent shipments of Kurth Cockle Separators, as follows: Kingsbury & Henshaw, Antigo, Wis.; Crenshaw & Beckwith, Charleston, Mo.; American Cereal Co., Akron, Ohio, (4 machines); A. C. Strickland, Anderson, S. C.; Stephen Nairn, Winnipeg, Manitoba; Forked Deer Milling Co., Dyersburg, Pa. They have orders for machines from Munson Bros., Utica, N.Y. and Edward Corbett Co., Salem, Va.

**DEATHS.**

GEORGE LEVAN, miller of Lancaster Pa., died May 19. In 1862 the deceased bought the Willow Grove flour mill, in Manor township, Pa. In 1867 he disposed of his business, and in 1870 built the Levan mill, situated south of Lancaster and now operated under the firm name of Levan & Sons.

R. P. HERRICK, of the firm of Lee & Herrick, proprietors of the Valley roller mills at Crookston, Minn., died suddenly of rheumatism of the heart, at Oswego, N. Y., May 18. A few months ago his partner became suddenly insane, and is confined in the asylum at Fergus Falls. The firm's extensive business is thus left without a head.

AT Minneapolis, Minn., May 23, Paul McArthur lost his life in the wheel pit of the Occidental mill. The mill was about to transfer its power from steam to water, and Mr. McArthur, who was foreman, together with Fred Crossett, went down to look over the gearing. The former went down into the wheel pit and commenced an examination; he had been there but a short time when something gave way, there was a sudden rush of water, it caught McArthur in its grip and whirled him away despite the effort made by his companion to seize and drag him from his impending fate. As quickly as possible after the accident the water was shut out of the flume and the body was found pinioned under the wheel. A deep gash on the left foot showed that McArthur had been caught in the huge wheel, which began to revolve as soon as the water rushed in. Mr. McArthur was a single man.

MILLING, VOL. I, No. 1.—A monthly illustrated magazine made its initiatory appearance June 1st, as successor to *The Millstone* and the *Corn Miller*. It contains much instructive and interesting reading on the subjects to which it is mainly devoted—Flour, Grain, Commerce—and additional meritorious articles on miscellaneous topics. The standard established by the publishers is good, and, if maintained, the publication deserves the patronage and support of those whom it is intended to interest and instruct—millers and grain-dealers generally. It is a well printed and handsomely illustrated magazine of 160 pages. Subscription, \$2.00. D. H. Ranck Pub. Co., Indianapolis, Ind.

**Milwaukee Notes**

THE average daily flour production in this city for the four weeks ending June 11th, was 6,094 barrels.

SUPERINTENDENT EDWIN REYNOLDS, of the E. P. Allis Company, left on the 11th inst. with his family for Palmer, Mass., where they will spend the summer.

THE firm of J. B. A. Kern & Sons, of this city, has been made the defendant in the test suit brought by John H. Russell to determine his rights against the Wisconsin millers, who are using the Smith middlings purifiers, of which he claims to be part owner.

JOHN G. LOEWE, a miller of the town of Milwaukee, and his two sons, aged respectively 8 and 10 years, were drowned June 4, by being drawn over the Silver Creek dam in a small boat. Mr. Loewe came to Milwaukee from Minneapolis a year ago, and was half owner in the flour mill that gets its power from the dam where he lost his life. The mill is a two-and-a-half story structure located about 3 miles north of Milwaukee City limits, at a wide bend of the Milwaukee river.

THE chief motive power for the machinery at the Exposition will be supplied by a gigantic engine, to be furnished free to the Exposition by the E. P. Allis Company, of this city. The engine will be furnished as a part of the company's exhibit, upon a special contract providing that it shall be used for the motive power and that no other engine of equal size shall be exhibited. It will be an engine of the quadruple expansion type, and will be of between 3,000 and 4,000 horse-power. Compared with this engine the big Corliss that was exhibited at the Centennial exposition is almost a dwarf. In 1876 the Corliss was considered one of the wonders of the exposition, but its builder rated it at only 1,400 horse-power, or less than half of the one being built by the Allis company. The Allis exhibit represents an outlay of \$175,000.

**A MILLING PATENT CAME TO GRIEF.**

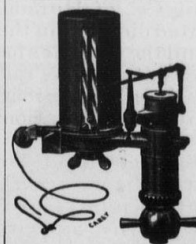
In the case of Richards vs. Allis, the Supreme Court of Wisconsin has just handed down a decision reversing the decision of the Circuit Court of Milwaukee County, with directions to "dismiss the complaint without prejudice to an action at law." This is what is known as the Wheat Meal Purifier case, under the Roberts patent, which came before the Executive Committee of the M. N. A. in 1884, and which, after an exhaustive correspondence, they decided should be contested on the ground of impracticability, and the prior state of the art showing it void upon its face. But the Allis Company having entered into a contract with the owners of the patent, suit was brought in equity upon the contract, with the result above stated.

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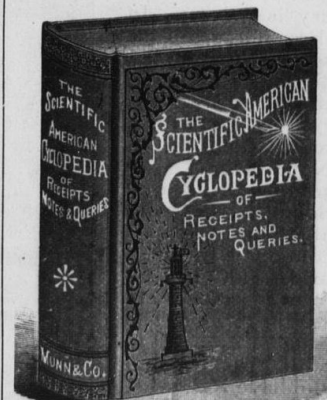
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66-C Mitchell Building. Milwaukee, Wis.

## THE FREEMAN MILL.

THE new flour milling plant of the Freeman Milling Co., at West Superior, Wis., a view of which is given in the accompanying cut, is a notable addition to the steadily increasing manufacturing enterprises of the Northwest. This mill, lately completed by the John T. Noye Manufacturing Co., of Buffalo, N. Y., is situated directly on the water front, and the facilities for receiving and shipping by rail and lake are very convenient, as is shown by the illustration.

The Freeman Mill has an inside floor measurement of 58x113 feet and its six stories reach to an aggregate height of over 100 feet. Its present capacity is 1,500 barrels, with provision for increasing to 2,500 or 3,000 barrels, daily.

The first floor is the shipping floor. Here also are the line shafts, varying from 3 to 6 inches in diameter and the great main shaft 10 inches in diameter, carrying a main pulley 24 feet in diameter and 50-inch face, from which, by means of a 32 inch belt, 285 feet long, the chief part of the machinery is driven. In three ranks, on the second floor, are 50 double stands of the "King" Stevens roller mills, of which the John T. Noye Mfg. Co., is sole manufacturer. Some of the valuable improvements contained in these mills, not heretofore described are as follows: The frames are made with drop fronts and have increased strength and firmness. The boxes have long bearings and are anti-drip. The adjustable "King" jack belt-tightener is so constructed that the miller can loose or tighten the belt instantly from either end of the machine by means of hand-wheels. The combination automatic roller feed ensures even distribution of the stock along the rolls. The feed-roll belt-tightener is pronounced, by millers, a perfect device for the purpose. The Stevens spreader enables the miller to throw his rolls apart instantly, while, by means of a simple but ingenious stop, found on no other roller mill, he can as quickly return them to exactly their original position.

The divided housing is a great convenience for millers. It is a housing, so divided that one

part may easily be shipped forward and off while the miller is tramming or otherwise handling the rolls. This is a genuine labor saver.

On the second floor are also 7 Silver Creek flour packers. The third floor space is principally occupied by spouting and carriers for the complex travel of the many varieties of stock incident to flour milling; the remaining space being given to storage bins, which extend upward through the floors.

The fourth floor is the purifying floor. Here are 8 sieve purifiers, 24 air-belt purifiers, 10 Noye improved round-reel flour dressers and 2 No. 8 Richmond scourers.

The fifth or bolting floor con-

thoroughness with which the work was conducted.

They took possession of the building January 22nd and completed their task in the remarkably short period of 80 working days. A. S. Craik an experienced and capable operative is the head miller.

Mr. A. A. Freeman, who projected the mill is among the best-known millers in the country, having formerly owned and managed mills at LaCrosse and River Falls, Wis., the plant at the former place was burned not long since. Fixing on West Superior as an excellent location for a big spring-wheat mill, Mr. Freeman with his characteristic energy went to work forming a company to build

## POWERFUL TURBINES FOR NIAGARA.

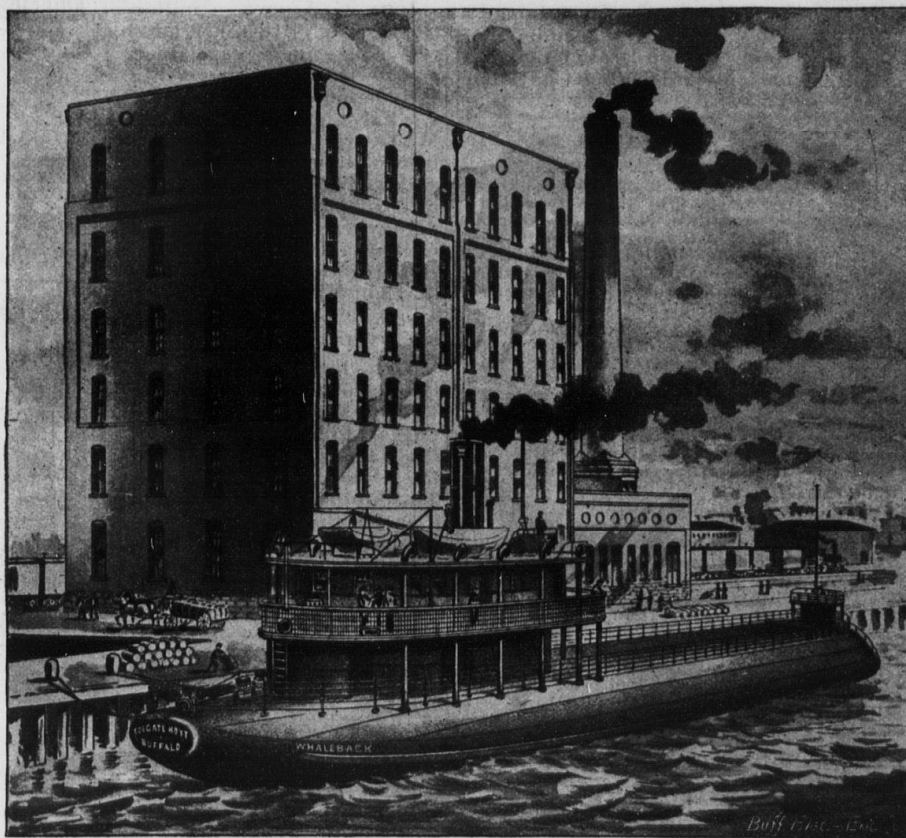
The immense new pulp and paper plant of the Cliff Paper Co., at Niagara Falls, is to be supplied with late new designs of the Horizontal Shaft Double Discharge Leffel Wheels, built by James Leffel & Co., Springfield, Ohio. The contract for this work was signed by the Cliff Paper Co., and James Leffel & Co. on the thirteenth of May, after the Cliff Co. had made a full and careful investigation of the merits of various wheels presented during the past year for their consideration. Each of these turbines is to be *eleven hundred* (1,100) horse power capacity and built essentially upon the plan of

their style No. 23, illustrated in the pamphlet of James Leffel & Co. These wheels will connect directly to the pulp grinder shafts at each end of the wheel shafts, without belts or gearing.

This water-wheel company has celebrated its thirtieth year of continuous business in this line of work. They have added many improvements to their James Leffel Wheel in the past two years, and have designed a large number of new styles, incorporating in them the best ideas of their large experience. The manufacturing plant of this company, has also been recently greatly extended and various pieces of new, improved, and heavy machinery added, all adapted to the heavy water-wheel work they are now manufacturing. They shipped some time since one

James Leffel wheel and casing weighing forty five tons; also filled one order for *nineteen* large wheels for one pulp and paper company.

THE SUPERLATIVE PURIFIER Mfg. Co. of Milwaukee, have lately shipped New Era Scalpers to Sehr Flour Mill Co., Booneville, Mo.; M. Jopling, Longwood, Mo.; Barnard & Leas Mfg. Co., Moline, Ill., (2 machines); Kenton Milling Co., Kenton, Ohio; C. C. Chappel, Clearwater, Kas.; Brown County Milling Co., Brownwood, Tex., (2 machines); St. Louis Milling Co., Carlinville, Ill., (4 machines); A. L. Battson, Mobile, Ala.



THE NEW FREEMAN MILL, WEST SUPERIOR, WIS.

tains 28 Noye round-reel flour dressers, besides 4 No. 8 Cyclone dust collectors, 2 No. 5 Eureka scourers, 1 No. 7 Eureka receiving separator and 3 additional air-belt purifiers.

On the sixth and last floor are 10 separators and as many graders, 14 Noye round-reel scalpers, 2 No. 5 Eureka milling separators, 3 No. 4 Prinz cockle separators, 2 No. 8 and 2 No. 7 Cyclone dust collectors.

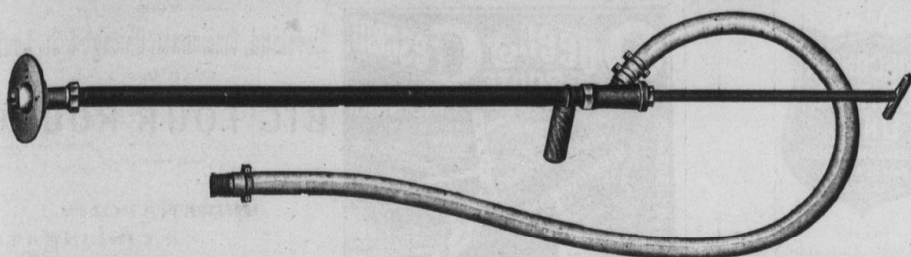
The power is furnished by a compound condensing engine of 800 horse-power. C. M. Harris, general western agent for the John T. Noye Mfg. Co., had charge of the equipment, with A. W. Davidson as foreman-millwright and high credit is due them for the energy and

such a mill and in June 1891 his object was realized by the organization of the Freeman Milling Co. The contract for Construction was let in October 1891 and on April 20th 1892, the machinery was started up.

The Freeman Milling Co., has a paid up capital of \$250,000. The officers are: President, Peter Dreys; vice-president, Howard Thomas; treasurer, Homer T. Fowler; secretary, E. A. LeClair; general manager, A. A. Freeman.

Directors; the officers above named, together with John L. Lewis and C. E. Billquist. The list of stockholders includes a number of prominent capitalists both in the West and East.



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MILWAUKEE.

**RECENT MILLING PATENTS.**

The following list of patents for Milling and Grain Handling Appliances, granted during the month of May, 1892, is especially reported for the UNITED STATES MILLER, by H. G. Underwood, Patent Attorney and Solicitor, No. 107 Wisconsin Street, Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cents.

- No. 474,002, Conveyor, J. H. Diel, Stockton, Cal.  
 No. 474,305, Drier, J. G. Sanderson, New York, N. Y.  
 No. 474,164, Machine for hulling oats, barley, etc., J. E. Davis, Milwaukee, Wis.  
 No. 474,490 } Dust Collector, G. Wal-  
 " 474,491 } ter, Duluth, Minn., (two.)  
 No. 474,636, Flour tester, J. Hogarth, Kirkcaldy, Scotland.  
 No. 474,354, Middlings-purifier, Baker & Verity, Rapidan, Minn.  
 No. 474,568, Grain Drier, J. C. Weller, Defiance, Ohio.  
 No. 474,676, Grain-bin ventilator, F. Morton, St. Louis, Mo.  
 No. 474,916, Bolting-reel, J. Mills, Cleveland, Ohio.  
 No. 474,825, Automatic Grain-weighting scale, J. H. Gunder, Homer, Ill.  
 No. 474,930, Separator, F. H. Wheelan, Santa Barbara, Cal.  
 No. 475,422, Grain-car door, W. S. Schroeder, Chicago, Ill.  
 No. 475,449, Grain-car door, R. O. Hixson, Russellville, Ind.  
 No. 475,635, Flour-elevating and moving apparatus, D. B. Taylor, St. Louis, Mo.  
 No. 475,770, Grain-separator, J. M. King, Rochester, Minn.  
 No. 475,859, Grinding-mill, L. D. Harding, Colfax, Wash.  
 No. 476,231, Purifier and separator, J. Mills, Columbus, Ohio.  
 No. 476,138, Wheat-steamer, F. A. Evans, Waterville, Minn.

ALL persons desiring to reach the entire flour and grain trade, by circular or otherwise, should obtain a copy of "Cawker's American Flour Mill and Grain Elevator Directory for 1892-93." Address S. H. Seamans, publisher, 68-C Mitchell Building, Milwaukee, Wis.

THE Philadelphia Record says: "A New York flour merchant has bought the Market street mills, recently operated by the Market St. Milling Co., and will organize a stock company to engage in the business. The concern will be capitalized at about \$150,000, and sufficient guarantees are said to have been secured to insure the successful organization of the company. The plan is to increase the capacity of the now idle mill from 500 barrels to 700 or 750 barrels per day. In connection with the mill it is proposed erect a grain elevator with a capacity of 600,000 bushels, in which to store wheat until it is needed. Options have been secured on five sites with good railroad connections and a river frontage, where vessels may be loaded for the export trade."

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**SITUATIONS WANTED.**

**WANTED**—Flour mill and pearl barley mill owners to correspond with the undersigned, who has been in charge of a large mill for many years, and who is anxious to secure a similar position in a good mill. Can give my present and past employers and other reliable parties as reference. Am middle aged and married. Address, HEAD MILLER, care United States Miller.

**WANTED**—A thorough miller and millwright desires a situation. References furnished if desired. Address, MILLER & MILLWRIGHT, Box 123, Nashville, Tenn.

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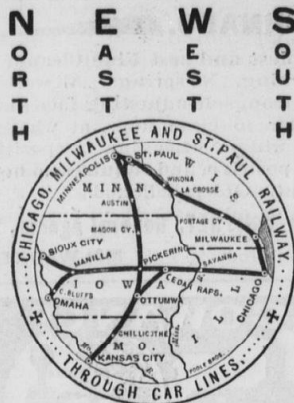
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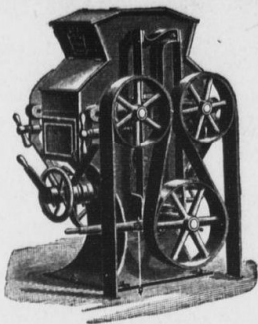
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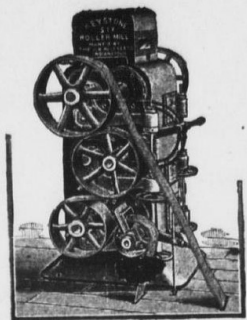
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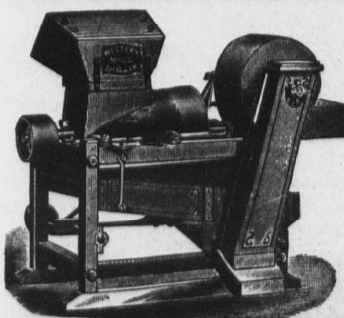
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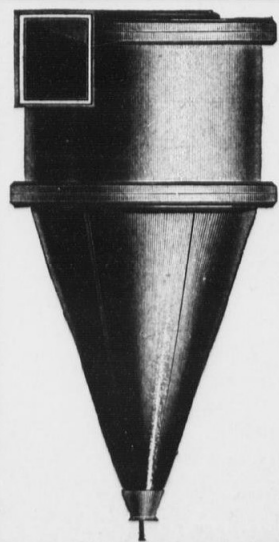
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